

G. Responses to Comments about Downtown Plan

TABLE OF CONTENTS

Section I.....	3
EXECUTIVE SUMMARY	3
PLAN INTENT AND PUBLIC REVIEW PROCESS.....	3
SUMMARY OF CHANGES TO PLAN IN RESPONSE TO COMMENTS.....	4
Section II.....	7
RESPONSE TO COMMENTS SUMMARY MATRIX	7
ZONING.....	7
DESIGN GUIDELINES	22
CIVIC CENTER	25
BUSINESS IMPACTS	28
ROAD & SCHOOL IMPACTS.....	33
PUBLIC REVIEW PROCESS.....	35
KRSSP SURVEYS.....	38
LETTERS/SURVEYS IN SUPPORT OF PLANNING EFFORTS	38
Section III.....	39
PUBLIC COMMENT: SUMMARY OF KEY PUBLIC MEETINGS.....	39
PUBLIC OPEN HOUSES.....	39
GUIDING PRINCIPLES – NOVEMBER 29, 2001	39
PUBLIC OPEN HOUSES: ALTERNATIVE CONCEPTS.....	41
PUBLIC HEARING.....	43
PLANNING COMMISSION PUBLIC HEARING MINUTES, AUGUST 22, 2002	43
CITY COUNCIL PUBLIC HEARING SUMMARY: MARCH 10, 2003	47
DEVELOPERS' FORUM.....	51
FORUM: MARCH 14, 2002.....	51
FORUM: AUGUST 8, 2002.....	52
Section IV.....	54
SUMMARY RESULTS OF THE 1999 KENMORE COMMUNITY SURVEY: RELEVANT TO	
DOWNTOWN PLANNING.....	54
RELEVANT QUESTIONS FOR DOWNTOWN.....	54

Section I

Executive Summary

PLAN INTENT AND PUBLIC REVIEW PROCESS

Downtown Kenmore is a crossroad of the community serving all of the community. A vision for the community was articulated in the 2001 Comprehensive Plan for an active mixed use pedestrian oriented Downtown. Over the past two years, Kenmore has used that vision as a cornerstone to draft this Downtown Plan, which is another significant milestone in Kenmore's life as a City. The Downtown Plan provides strategies to meet community needs, now and in the future, by:

- **Protecting single-family residential areas.** As part of its Growth Management Act Comprehensive Planning efforts, growth is directed away from single-family areas and multi-family capacity and commercial opportunities are concentrated in Downtown.
- **Creating a Central Place in Kenmore** where the community could shop, work, meet, and recreate.
- **Stimulating Economic Revitalization** to support existing businesses and add new businesses that meet resident needs and to capture more local dollars that now go to businesses outside of Kenmore.
- **Managing Traffic and Improving Circulation** through a combination of placing mixed uses near transit, making improvements to City roads, and allowing residents local opportunities to work, shop, and live. This allows Kenmore to "hold its own" in the PM peak hour despite increasing volumes from inside and outside the community, and during off-peak hours see significant improvement.
- **Protecting the Environment.** Having commercial and multifamily growth occur in an already urbanized area with access to services and transportation helps reduce pressure upon environmentally sensitive areas.

The Downtown Plan captures and documents ways to meet important citizen priorities as it grows, such as traffic circulation, and where the retail, commercial and civic center will be. In addition to the Plan's start from citizen priorities, the Plan has been revised since to address many community concerns.

Through an evaluation process between Fall 2001 and Winter 2003, including 4 public open houses and hearings, 4 business open houses or forums, 2 developer forums, and over 24 Planning Commission meetings, over 300 community members participated. During February through April 2003, the City Council provided for 8 study sessions, as well as a public hearing, a walk around downtown with business owners, and focused study sessions/discussions with

business leaders. This is in addition to the Planning Commission process, which was extensive. A summary of the key public open houses and hearings is provided in Section III of this Appendix. During this evaluation process, comments were received, considered, and, where appropriate changes were made as described below.

SUMMARY OF CHANGES TO PLAN IN RESPONSE TO COMMENTS

The table below highlights key changes made to the July 2002/January 2003 drafts of the Downtown Plan reflected in the Final Downtown Plan, April 2003:

Table G-1
Key Plan Changes or Concepts Re-Emphasized

TOPIC	CHANGES MADE TO RESPOND TO COMMENTS
Civic Center	<ul style="list-style-type: none"> ▪ Civic Center locational criteria were developed instead of recommending a specific site. <ul style="list-style-type: none"> ○ The criteria are intended to meet Comprehensive Plan, Downtown Guiding Principles, and public comments, such as: considering alternative unique siting locations and funding options, promoting a negotiated process with willing parties, and others. ○ Eight locations for a civic center are conceptually reviewed. In total 4 original locations from the July 2002 Plan plus 4 additional locations are evaluated, some beyond the Northwest Quadrant.
Circulation	<ul style="list-style-type: none"> ▪ Circulation criteria addressing street function and amenities were developed. <ul style="list-style-type: none"> ○ Rather than selecting specific alignment-- options for 67th Avenue NE north of NE 181st Street include: public street, private street, or pedestrian walkway. ○ On-street Parking is promoted for some Downtown streets. Circulation priorities are clarified. Bicycle lanes and on street parking may not be feasible in all segments or locations. ○ Commercial "Streets" are defined to promote and retain commercial uses on street frontages.
Zoning	<ul style="list-style-type: none"> ▪ Zoning classification alternatives were revisited, and the approach was changed for the following areas or sites: <ul style="list-style-type: none"> ○ All of Southwest and Southeast Quadrants, would be designated Regional Business, which is consistent with the Comprehensive Plan. There is a commitment to revisit master plan conditions for the Plywood Supply property. ▪ Zoning – Allowable Uses <ul style="list-style-type: none"> ○ Auto Parts, Retail would have Permitted status. ○ Auto Service/Repair (existing legal) could have accessory auto sales, accessory auto leasing. ○ Drive Through Service: <ul style="list-style-type: none"> – On SR-522, the final Plan removes a multistory building requirement to have accessory drive through's. – Nonconforming drive through's can be retained if a primary conforming use is expanding. ○ Offsite service uses (e.g. carpet cleaning, maid services, etc.) would be allowed on second floors in DC zone along streets required to have active commercial street frontages, or on the ground floor along NE 181st Street east of 68th Avenue NE and SR-522. ○ Existing legal uses are allowed to expand to adjacent properties if under common ownership or lease. ▪ For existing legal and nonconforming uses a 12-month abandonment clause applies, but there is a process to request an extension for extenuating circumstances. For now-vacant sites (e.g. Union 76 gas station) that contained uses to be categorized as existing legal, amendments allow the 12-

TOPIC	CHANGES MADE TO RESPOND TO COMMENTS
	<p>month abandonment clause to begin as of the effective date of the new Downtown zoning regulations rather than when they became vacant just prior to the new regulations.</p> <ul style="list-style-type: none"> ▪ Property consolidation - amendments remove language about requiring parking to be located with the associated land use, or lots in common ownership to be consolidated, but the Plan retains the concept of disallowing buildings to be built over lot lines.
Design Guidelines	<ul style="list-style-type: none"> ▪ Design Standards: <ul style="list-style-type: none"> ○ The Proportional Compliance process allows partial compliance with standards rather than full compliance. No threshold dollar trigger is included. Normal maintenance and repair is waived from proportional compliance. ○ Requirements for roof and building color are removed. ○ Vinyl Siding is allowed on upper floors of buildings. ○ Amendments allow more flexibility in parking location standards for properties fronting SR-522, and for large multi-building developments. Parking would be able to be located in front of a building, and the amount of building located along the street frontage would need to be 55% or greater. ○ To help encourage on-street parking, the commercial setback standards are amended to accommodate the case where setbacks are needed to provide for additional on-street parking.
Implementation	<ul style="list-style-type: none"> ▪ Implementation. A menu of strategies was developed: <ul style="list-style-type: none"> ○ Business Retention ○ Economic Development ○ Infrastructure/Services ○ Regulations/Permitting ▪ In responses to comments, the following concepts/activities were added to the list of Implementation Strategies to be pursued following the Downtown Plan approval: <ol style="list-style-type: none"> 1) The concept of marketing to and attracting new businesses to enhance the mix of businesses found in Kenmore; 2) The ability to purchase parking in a shared/public parking structured; 3) Promotion of a periodic Downtown Plan regulation and guideline evaluation; 4) Incentives to encourage compliance with design standards prior to property owners initiating significant remodels/changes; 5) Developing assistance, such as loan programs, to allow for businesses to meet proportional compliance; 6) Developing a process to notify property owners of the 12-month abandonment clause for nonconforming or existing legal when such uses cease; 7) Developing standards for murals in Downtown. ▪ Task Force: The Plan acknowledges the need to establish a Downtown Implementation Task Force to help guide Plan implementation following adoption.
Public Process	<ul style="list-style-type: none"> ▪ The Planning Commission extended its review for 4 months; additional meetings were held, and citizen/business notification efforts undertaken. ▪ The City Council held 8 study sessions, a hearing, and a walkabout Downtown with business leaders in addition to other efforts, in a three-month continuous and intensive process. ▪ In terms of the Downtown Moratorium that was put in place while the Downtown Plan was developed, in advance of the Plan adoption, the City Council allowed the moratorium to expire given the status of the Plan and the dialogue with community business leaders.

ISSUE	COMMENTS CONSIDERED BUT CONCEPTS UNCHANGED OR EMPHASIZED
Zoning and Land Use Allowances	<ul style="list-style-type: none"> ▪ Active Commercial and Mixed Use Areas. In the Northwest and Northeast Quadrants, active commercial uses that would draw patrons on a regular basis

ISSUE	COMMENTS CONSIDERED BUT CONCEPTS UNCHANGED OR EMPHASIZED
	<p>and that can be designed to be pedestrian oriented are emphasized, such as retail, restaurants, banks, indoor recreation, and other similar uses. Uses which were thought to detract from an active pedestrian oriented atmosphere along NE 181st Street include:</p> <ul style="list-style-type: none"> ○ Drive Through Service, accessory ○ Self-service Storage ○ Auto Repair and Auto Service <p>These have been restricted since regulations from King County were in place, primarily through the Pedestrian Oriented Overlay, and would continue to be restricted.</p> <ul style="list-style-type: none"> ▪ Additionally, the Planning Commission reviewed the request by the owner of Kenmore Mini-Storage to retain the RB zone, and retain permitted use status. Issues debated included compatibility with surrounding uses, and potential for expansion in the future. It was the consensus of the Commission to recommend that existing self-storage uses be nonconforming. The City Council did not alter the Planning Commission recommendation.

Section II

Response To Comments Summary Matrix

This Response to Comments document contains a matrix summary of comments and responses on following pages, particularly those of a policy nature. Comments are listed and summarized based upon a City Council Hearing in March 2003; written comments to the City Council February to March 2003; Planning Commission meeting minutes from August through December 2002; correspondence to the City of Kenmore from August through December 2002; documentation of telephone contacts to the City from August through December 2002; and surveys collected by Kenmore Residents for Sensible Spending and Planning (KRSSP) in November 2002. Responses are derived from City Council direction following a review of the Preferred Plan recommendation from the Planning Commission.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
ZONING		
<i>Zoning Approach - Generally</i>		
Zoning Effects on Properties Dennis Kroeger (H) Terry Johnson (H)	Rezoned property owners will lose value. City Council should study. Some good ideas in the Plan can happen without rezoning. The proposed zoning is diametrically different than what is currently in place. Will lead to different residents and therefore different businesses.	There are two primary purposes for the Downtown Plan zoning: 1) respond to the Comprehensive Plan vision, goals, and policies that identify differing characters (e.g. local serving v. regional serving) in the Downtown, and 2) to simplify current regulations. The DC and DR zones are similar to the original RB/Pedestrian Overlay Zone and R-48 zone in terms of overall intent for mixed use and higher density residential uses, and similar in terms of height, building coverage, and other standards. Changes are made to current zones to address community-oriented versus regional uses, coordination with design standards, and simplification.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<p>SW and SE Quadrants, Allowable and Nonconforming Uses: Zoning – Boundaries of Districts Teresa Michelsen (L)</p>	<p>The plan is too heavily focused on areas north of Bothell Way. The status of LakePointe is not good due to economic climate. The plan needs to be more specific about what is allowed in SW and SE Quadrants. The current uses are not acceptable to most and the RB zone would still allow them. The Plan should make clear which of these activities would be nonconforming and have a plan for ending them soon and cleaning up that area even in the absence of major development. Similarly there needs to be a discussion of what is envisioned for the Plywood Supply area, which is more well-maintained, but is prime underutilized space.</p> <p>Place RB along SR-522 and DC and DR behind the frontage of SR-522 on <i>both</i> sides of SR-522, north and south. RB zoning on SR-522 will be more realistic and less restrictive for highway-oriented uses. DC and DR zoning on north and</p>	<p>The Downtown Plan zoning is intended to address community serving uses north of SR-522 and regional master-planned uses south of SR-522. The importance of SR-522 to community circulation and community identity, and immediate visibility of land on the north, have influenced the proposal to apply DC zoning along the north abutting SR-522. While the community serving intent is found in the DC zone, provisions to allow existing auto-oriented uses to continue along SR-522 are incorporated (existing legal uses).</p> <p>The zoning south of SR-522 does strongly support attractive, mixed use, compact developments through the combined use of RB zone and P-Suffix (overlay) regulations that identify more specific use allowances and prohibitions, circulation, shoreline access, etc. The P-Suffix conditions in place since the Northshore Plan was prepared by King County (available on the King County website – NS-P4, NS-P10, NS-P19, SO-050), identify the large majority of existing uses as allowed until master plans are prepared in accordance with requirements, essentially an “existing legal” allowance.</p> <p>With the RB Zone/P-Suffix requirements and approved permit status on the LakePointe site, the Downtown Plan acknowledges the numerous standards applied to the property as continuing; in case the permits expire, the RB Zone/P-Suffix conditions that currently apply would continue unless a new master plan process is conducted (see Section II).</p> <p>The Downtown Plan indicates that the property with the concrete plant:</p> <p>a) is currently zoned Industrial with a P-Suffix Overlay, but classified in the adopted Comprehensive Plan as RB, and</p> <p>b) would be consistently zoned RB with the implementation of the Downtown Plan (see Figures 11 to 14 in the Plan that identify this), and as a result, the existing concrete plant currently permitted in the Industrial zone would become an existing legal use since the principal of the approach is that existing uses that would otherwise be nonconforming in the RB zone can stay as existing legal uses until such time as the use is abandoned or converts within the parameters of the P-Suffix conditions that require a compact, mixed use master planned development. The property owner was notified along with other property owners about potential zoning alternatives during the Planning Commission review process last Fall and no comments were received.</p> <p>As noted in Plan Section II there is a commitment to reviewing the Plywood</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
	DR zoning on north and south side of SR-522 would result in something nicer to look at with a range of shopping, recreation, and housing opportunities.	Supply P-suffix conditions for appropriateness and feasibility, but the current standards would remain until such time as new Master Plan standards are adopted, and the new Master Plan standards would be the subject of public review.
<i>Zone Classifications or Uses – Site Specific Requests</i>		
Kenmore Mini - Storage Patrick Riley (PC)	Retain RB Zone, permit use.	The Planning Commission reviewed the request by the owner of Kenmore Mini-Storage to retain the RB zone, and retain permitted use status. Issues debated included compatibility with surrounding uses, and potential for expansion in the future. It was the consensus of the Commission to recommend that existing self-storage uses be nonconforming. Nonconforming rules allow for nonconforming uses or structures to stay, to rebuild after fire or act of God, and to expand up to 10%. The Planning Commission also made nonconforming rules more flexible in terms of considering extenuating circumstances for nonconforming uses that cease operations but want to re-establish. The City Council did not alter this approach upon review of the Planning Commission recommendations.
Queen City Plumbing Dennis Kroeger (PC, H, L)	Retain Mixed Use Zoning.	The Downtown Plan reclassifies the property from Office/R-48 to R-24 given the current P-suffix condition limiting density to 24 units per acre. The Plan would fully permit multifamily uses, <u>and</u> a range of offices uses of similar size as the existing building on the subject property. See Plan Section II, R-24 zone amendments.
Marina Chip Davidson (PC)	Retain Industrial Zoning, allow for Marina Operations.	The 2001 Comprehensive Plan identifies properties currently zoned Industrial for Regional Business instead. The implementing zoning of RB has not yet been applied, and would be part of a later implementation proposal to have the Comprehensive Plan and Zoning maps be in conformance (the site is not located in the Downtown Planning Area). The issue of changing the marina site at 6201 NE 175 th Street was reviewed during the Comprehensive Plan preparation process. The primary use of the site, a marina, is a permitted use in the RB zone. There are several other uses on the site as well, and the status of various uses in the RB zone were addressed in response to comments section of the March 2002 Comprehensive Plan, Appendix B.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<p>Murphy's Auction</p> <p>Bob Hensel, and Company Representatives (PC, H, L)</p>	<p>Have commercial zone; be fully permitted, rather than partly nonconforming.</p> <p>Property Owner Comments: include concern about the proposed zoning conditions requiring frontage sidewalk improvements, and the desire to expand onto adjacent properties, residentially zoned at this time.</p>	<p>The current zoning on the Murphy's Auction property (located at 18226 68th Avenue NE) is Regional Business (RB) along the frontage and R-48 on the remainder primarily fronting NE 182nd Street. The current regulations allow auction uses in the RB zone provided there are no livestock or auto auctions. Auction uses are not allowed in the R-48 zone, and therefore for that portion of the property the outdoor auction materials storage is considered nonconforming today.</p> <p>The Plan applies DC and DR Comprehensive Plan land use classifications, but retains the RB and R-48 zoning on an interim basis while the City and property owner continue research and discussion about the current status and future plans of the site.</p>
<p>Plywood Supply</p> <p>Ralph Swanson (PC, L)</p>	<p>Feasible Future Development; Number of Conditions</p>	<p>The ultimate goal for the City is to promote a mixed-use and regionally-oriented district that is master planned to achieve a coordinated and successful development, supportive of the Downtown vicinity and an asset for the community. As much as possible the area south of SR-522 should be treated in a manner that will eventually allow for a cohesive and consistent approach in zoning classification and standards.</p> <p>The amended approach in the Downtown Plan is consistent with the Comprehensive Plan and recognizes the need for re-evaluation of conditions as applied to P-Suffix properties like Plywood Supply as follows:</p> <ol style="list-style-type: none"> 1. Ultimate Aim: Establish a Regional Business District with a Customized Master Plan Process. 2. Approach: <ol style="list-style-type: none"> a. <i>Properties with No P-Suffix</i> south of SR-522: RB classification; existing legal allowances as needed and compliance with Kenmore Downtown Design Standards. The Regional Business (RB) zone would be more permissive than the Downtown Commercial (DC) zone (which applies more aspects of the Pedestrian Oriented

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		<p>Overlay use provisions) for the following uses : Automotive Repair, Automotive Service, Motor Vehicle Sales, Construction and Trade and some light manufacturing uses (conditionally allowed). Fewer “existing legal” allowances would need to be made in the RB zone than in the DC zone.</p> <p>b. <i>Properties with P-Suffix</i>: RB classification and standards as follows:</p> <ul style="list-style-type: none"> i. Interim Standards: In the interim retain P-Suffix and SO requirements until there is a new set of Master Plan requirements. ii. Near Term Implementation: Work with the Plywood Supply Property Owner through a public process to develop a new set of master plan guidelines that would achieve City and Property owner goals for the property and district and allow removal of Interim/Current property development requirements. From the City’s perspective, a key requirement would likely be the continuation of a Downtown Loop Road through the property consistent with the Transportation Element, and other significant issues would include, but are not limited to, public access to the shoreline, and view corridors. <p>c. <i>Properties with Vested Permits</i>: RB classification, and retention of current Commercial Site Development conditions and P-Suffix conditions. If permits expire or are withdrawn, then the property shall follow a process for updating development conditions as in Section “b” above.</p>
<p><i>Air Harbor Zoning; Height Compatibility</i> WSDOT Aviation Division (L)</p>	<p>Coordinate with State and Air Harbor to review height and use allowances.</p>	<p>The future change from Industrial to Regional Business at the Air Harbor (not a part of the Downtown Plan, but a part of Comprehensive Plan implementation in the future) would not change the status of the Kenmore Air Harbor. The City’s intent is not to alter the permit status of the Kenmore Air Harbor. When the RB zoning is implemented for the Air Harbor (at a future date – it is not a part of the Downtown Plan), this will result in no net change in the permit status of the airport because in the RB or Industrial zone (or most other zones the City for that matter), Airport/Heliport uses are classified as a Regional Land Use that requires a Special Use Permit (see KMC 18.25.100.A). Further review of Airport zoning would occur at the time zoning is proposed to implement the Comprehensive Plan.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		Downtown Plan zoning regulations in terms of height or uses are similar to current regulations applied by King County and adopted on an interim basis by the City. Uses and heights do not vary substantively. As part of the Downtown Plan process, the City has met with the Air Harbor operator, and generally speaking the Air Harbor concerns are with the intensity of development nearest to the Air Harbor (south of SR-522) particularly related to boat – air traffic conflicts, as well as instituting noise title notices as promoted in the Comprehensive Plan Transportation Element. Solutions include implementing Kenmore Comprehensive Plan Transportation Goal 36 and associated objectives and policies, through actions such as the City supporting the Air Harbor in preparing an Airport Plan to identify the air landing area and potential noise and safety parameters at and near the airport, which would be a separate planning action.
Zoning – Permitted Uses		
Permitted v. Existing Legal v. Nonconforming		
Gerald Huck (H) Terry Johnson (PC, H) Storm Stevenson (H)	Nonconforming = uncertainty; Existing Legal Uses – examples from other locales Don't take rights away from businesses; loss of value if changing use.	Based on a legal review by the City Attorney, case law makes it clear that while nonconforming uses are not favored in law, and phasing out nonconforming uses is generally a policy goal of zoning legislation, ¹ local governments are not required to adopt phase-out standards. ² Instead, local governments are free to seek solutions to the nonconforming use problem according to local circumstances and may “preserve, limit or terminate nonconforming uses.” ³ Local governments may, at their discretion, allow the enlargement, extension or expansion of nonconforming uses. ⁴ The use of the “existing legal” concept accordingly appears to be within the City’s discretion. The “existing legal” concept is used locally in the zoning codes of Seattle, Renton, and Sumner, and has not been legally challenged based on staff research. Nonconforming rules allow for nonconforming uses or structures to stay, to rebuild after fire or act of God, and to expand up to 10%. Existing legal uses would not have a percent cap on expansion. The Plan also made nonconforming and existing legal rules more flexible in terms of considering extenuating

¹ *University Place*, 144 Wn.2d 640 at 648. See also, *Meridian Minerals Co. v. King County*, 61 Wn.App 195, 206, 810 P.2d 31 (1991), review denied.

² 17 Wash. Prac., Real Estate: Property Law § 4.21, Nonconforming Uses, citations omitted.

³ *Rhod-A-Zalea & 35th Inc. v. Snohomish County*, 136 Wn.2d 1, 7, 959 P.2d 1024 (1998), reconsideration denied.

⁴ 17 Wash. Prac. 4.21, FN6 (citations omitted). See also, *Meridian Minerals* at 208 (county might permit unlimited expansion of nonconforming land uses).

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		circumstances for nonconforming or existing legal uses that cease operations but want to re-establish.
Churches & Schools, Zoning Effect Storm Stevenson (H)	Because of zoning, will churches and their schools be considered nonconforming?	The City's residential zones typically permit or conditionally permit schools. Religious institutions are allowed in all City zones except for the Industrial zone. The DC zone allows for both religious institutions and schools. The DR zone allows religious institutions. The DR zone does not allow public or private schools as <i>primary</i> uses due to the limited size of the zone, the absence of such uses in the zone now, and the opportunity for the use immediately surrounding.
Extension of 12-Month Abandonment Clause: Nonconforming and Existing Legal Uses. KRSSP (L)	Objections: Termination of existing legal status if existing legal were abandoned for a year (particularly economic market restriction).	Over time the Downtown Plan anticipates that uses that are considered nonconforming or existing legal, when discontinued by the business or property owner, would phase out. In November 2002 as part of reviewing comments received, the Planning Commission reviewed some research on abandonment clauses in other jurisdictions' nonconforming regulations and found that a 12-month period to re-establish a similar or related nonconforming use [existing legal] or lose nonconforming [existing legal] status was the common period. Other jurisdictions made provisions more clear in terms of indicating that diligent pursuit of permits during the 12-month period was appropriate and considered to be retaining the right of nonconforming [existing legal] uses to continue. Additionally, based on comments, draft Plans were amended to add a provision indicating that circumstances beyond the property or business owner's control should be accounted for in allowing an extension of the 12-month period. However, the Commission discussed that extenuating circumstances should not include things such as delays in lender financing, or fundamental changes in the overall economy leading to less demand for a use; therefore, a sentence was added to indicate that "examples of situations that would not qualify as extenuating circumstances include a change in economic market conditions for a use, or delays in financing." The City Council accepted the approach by the Planning Commission. It is important to note that there are sound management reasons for requiring nonconforming uses to be re-established within a specific timeframe or lose their vested status. For instance, if a nonconforming adult entertainment business were to close, the 12-month re-instatement requirement would be a valuable tool to preclude this type of activity from re-establishing itself.
Auto Service/Repair and Auto Supply	Allow auto service and repair, especially on SR-522.	The Commission reached a consensus that automotive repair and automotive service uses in the Downtown Commercial zone fronting SR-522 or taking

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
Dick Ramsey (PC)		primary access from SR-522 would be existing legal but those located elsewhere in the DC zone would remain nonconforming. Adding more flexibility, auto sales would be permitted if accessory and subordinate to existing legal automotive repair and auto service uses and when vehicles for sale are contained within a parking structure or the display lot meets design guidelines for parking lot requirements. Auto leasing and rental would be allowed if accessory as well. Additional flexibility was added for auto parts retail operations to retain permitted status rather than be existing legal. The City Council retained this approach in the Final Plan.
Advanced European Auto Service Stanley Piha (P, L)	Zoning Allowances; Existing Legal – Abandonment Clause; Nonconforming Parking	See response to Plywood Supply above which would make the zoning allowance concern moot for this property, since RB status would be retained by the Downtown Plan. However, regarding the general question of abandonment clauses, the Plan has also made nonconforming and existing legal rules more flexible in terms of considering extenuating circumstances for nonconforming or existing legal uses that cease operations but want to re-establish. The Downtown Plan does not modify commercial parking requirements from the original standards, and, therefore, the status of the parking is not changed by the Downtown Plan. Specific questions regarding the parking compliance status of the property under current regulations may be directed to Kenmore Community Development Department staff.
AutoMax (S)	Zoning Allowances	The Downtown Plan indicates that automotive repair and automotive service uses in the Downtown Commercial zone fronting SR-522 or taking primary access from SR-522 would be existing legal but those located elsewhere, such as the AutoMax site would remain nonconforming, as they are the County-inherited Zoning with the Pedestrian Oriented Overlay. The purpose is to continue the approach of having NE 181 st Street be a pedestrian oriented area, with active mixed use commercial and other uses. It should be noted that this property would likely be impacted by the NE 181 st Street alignment that has been planned, and the property owner has discussed their concerns with the City. Nonconforming uses may remain, rebuild, and expand up to 10%. The Plan includes a process to request extension of abandonment time limits for nonconforming uses. The Downtown Plan includes additional implementation strategies related to business retention, such as relocation assistance. Also plans for SR-522 Phase I is anticipated to include a right-of-way plan addressing property acquisition and

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		business relocation assistance measures.
<p>Carriage Case</p> <p>Dave Faulkenberg (PC, H)</p>	Zoning Allowances	<p>The Plan indicates that automotive repair and automotive service uses in the Downtown Commercial zone fronting SR-522 or taking primary access from SR-522 would be existing legal but those located elsewhere in the DC zone would remain nonconforming. Auto sales would be permitted if accessory and subordinate to automotive repair and auto service uses and when vehicles for sale are contained within a parking structure or the display lot meets design guidelines for parking lot requirements. Auto leasing and rental would be allowed if accessory as well.</p> <p>The existing legal allowance for auto businesses on SR-522 would address the primary Carriage Case operations on NE Bothell Way (SR-522). The allowance for accessory sales would also address the accessory sales activities that Carriage Case conducts at this site. Expansions of existing legal uses may occur on properties currently containing the use or under common ownership or lease if adjacent. The existing legal abandonment clause (12 months limit) has been modified allowing a process to request extension of abandonment time limits.</p> <p>The property that is in use for auto storage on NE 182nd Street in the DR zone, is currently nonconforming under present City (King County) R-48 zoning, and the DR zone would continue the nonconforming status, as this area is planned in the future for multifamily residential uses. Nonconforming uses may remain, rebuild, and expand up to 10%. The Plan includes a process to request extension of abandonment time limits for nonconforming uses.</p>
<p>Union 76, Lakeshore Investment, Property Owner (L)</p> <p>Union 76 Gas Station Business Owner (S)</p> <p>Storm Stevenson (H)</p>	<p>Existing Legal – Abandonment Clause</p> <p>Zoning Allowances</p>	<p>The Plan indicates that automotive repair and automotive service uses, including gas stations, in the Downtown Commercial zone fronting SR-522 or taking primary access from SR-522 would be existing legal but those located elsewhere would remain nonconforming. Expansions of existing legal uses may occur on properties containing the use or under common ownership or lease if adjacent.</p> <p>The existing legal abandonment clause (12 months limit) has been modified allowing a process to request extension of abandonment time limits. The Plan makes nonconforming and existing legal rules more flexible in terms of considering extenuating circumstances for nonconforming or existing legal uses that cease operations for up to 12 months or greater but want to re-establish. One potential issue recently identified is that uses that ceased operation prior to the new Downtown regulations would not be considered existing legal (76 gas station, since it is no longer in existence as a gas station on that site, it would not</p>

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		be permitted). However, to recognize the unique concerns, the Plan indicates that during the Downtown moratorium period, if a use proposed to be existing legal became vacant, the 12-month abandonment clause would start from the time the new regulations are put in place.
Bravo Environmental (P)	Zoning Allowances	Although the prior Draft proposal for the Downtown Master Plan Zone (DMP) - existing legal - appeared to address concerns to be considered a legal conforming use, the Plan approach for uses south of SR-522 in the Downtown would be Regional Business, consistent with the Comprehensive Plan (also see Plywood Supply response above). This RB zone would make zoning allowance concern moot for this property, since RB status would be retained, and that zone permits construction and trade operations.
Full Maintenance & Gardening (Old NUD Property) (S)	Zoning Allowances – would like to purchase property	The current zoning of the property as established by King County is R-48, and the use is nonconforming. The Comprehensive Plan foresaw a commercial classification, Regional Business in a Downtown Community Special District. In the Downtown Plan, application of Downtown Commercial is identified. However, the Downtown Plan would continue the current nonconforming status of construction and trade uses on the site. The intent with the DC zone is to promote a more active core and pedestrian-friendly urban form. Construction & Trade uses are permitted in other zones, most notably RB.
Light Industrial: ProLam (P)	Zoning Allowances	Although the prior Draft proposal for Downtown Master Plan (DMP) zoning - existing legal - appeared to address concerns to be considered a legal conforming use, the Downtown Plan approach for uses south of SR-522 in the Downtown would be Regional Business, consistent with the Comprehensive Plan. This RB zone would allow light manufacturing by conditional use permit; with a conditional use permit, the business could expand, rebuild, and would not have to contend with an abandonment clause.
Drive Through Service Dave Crawford (H)	Zoning Allowances	The Planning Commission considered the issue of allowing Drive Through Service and recommended that drive through's be permitted in the Downtown Commercial zone for properties having frontage on SR-522 and taking primary access from SR-522, with drive through's in other locations (such as drive through's on NE 181 st Street) remaining nonconforming as they have been under the Pedestrian Oriented Overlay (as established by King County) to allow for NE 181 st to function as a more pedestrian oriented area. Nonconforming rules allow for nonconforming uses or structures to stay, to

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		<p>rebuild after fire or act of God, and to expand up to 10%. The Commission included new language to accommodate the relocation of a nonconforming drive through lane if a building were being expanded. The Planning Commission also made nonconforming rules more flexible in terms of considering extenuating circumstances for nonconforming uses that cease operations but want to re-establish. For properties fronting SR-522, the Commission also requested that the number of drive through lanes in relation to the number of building stories be deleted from design guideline requirements.</p> <p>The City Council accepted this approach in the Final Plan.</p>
<p>Prime Pacific Bank Ron Sterling (PC, H)</p>	Zoning Allowances	<p>At the bank location along NE 181st Street in the DC zone, the primary use of general business services would be permitted; the drive through service would be nonconforming. This is the same status as Zoning regulations established by King County particularly due to the Pedestrian Oriented Overlay. See above for a discussion of Planning Commission/City Council considerations regarding Drive Through Service.</p>
Espresso Works (S)	Be listed as Permitted or Existing Legal instead of Nonconforming	<p>At the espresso location along NE 181st Street in the DC zone, the primary use of eating and drinking operations would be permitted; the drive through service would be nonconforming. This is the same status as Zoning regulations established by King County particularly due to the Pedestrian Oriented Overlay. See above for a discussion of Planning Commission/City Council considerations regarding Drive Through Service.</p>
Kenmore Camera (S)	Be listed as Permitted or Existing Legal instead of Nonconforming	<p>At the Kenmore Camera location along NE 181st Street in the DC zone, the primary use of indoor retail would be permitted; the drive through service would be nonconforming. This is the same status as Zoning regulations established by King County particularly due to the Pedestrian Oriented Overlay. See above for a discussion of Planning Commission/City Council considerations regarding Drive Through Service.</p>
Self Service Storage		
<p>Nonconforming Self-Storage Teresa Michelsen (L)</p>	Strong support for decision to make self-storage businesses nonconforming.	<p>The comments are taken under advisement.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
People's Storage (Ben Holt Industries, L)	Be listed as Permitted or Existing Legal instead of Nonconforming	The Planning Commission reviewed the request by the owner of People's Storage to be considered Permitted or Existing Legal rather than nonconforming, which is presently the case with current City regulations, primarily the Pedestrian Oriented Overlay (established by King County). Issues debated included compatibility with surrounding uses, and low commercial activity in a desired pedestrian oriented area. It was the consensus of the Commission to recommend that existing self-storage uses be nonconforming. Nonconforming rules allow for nonconforming uses or structures to stay, to rebuild after fire or act of God, and to expand up to 10%. The Planning Commission also made nonconforming rules more flexible in terms of considering extenuating circumstances for nonconforming uses that cease operations but want to re-establish. The City Council accepted the Planning Commission recommendations in the Final Plan.
Offsite Services KRSSP (KRSSP Meeting)	Why are offsite services not allowable in the DC zone? (example, carpet cleaning services). They should be allowed.	Services that exclusively perform their function primarily offsite at client addresses such as maid services, carpet cleaning services, etc. are important, but are not an active commercial use meeting the mixed-use pedestrian oriented intent of the DC zone. For instance, employees work offsite primarily and customers do not frequent the business office typically. Also, this category of businesses may have vehicles or equipment stored outdoors which is not allowed in the DC zone. There are a couple of offsite service uses in the future DC zone area that do not appear to have outdoor storage – a carpet cleaning business and a housekeeping services business. To make some allowances for these uses, while maintaining a pedestrian-oriented approach, the Final Plan indicates that offsite service uses (e.g. carpet cleaning, maid services, etc.) would be allowed on second floors in DC zone along streets required to have active commercial street frontages, or on the ground floor along NE 181 st Street east of 68 th Avenue NE and SR-522.
Park and Ride Teresa Michelsen (L)	Agree with moving Park and Ride closer to Bothell Way, but put it immediately adjacent in NE Quadrant, such as civic center location Option F. Integrate Park and Ride and Transit Center into the structured parking.	The Downtown Commercial zoning would allow Park and Ride and Transit Center uses in either NW or NE quadrants, subject to distance from SR-522. Park and Rides or Transit Centers would be required to be in structured parking form in the NW Quadrant when exceeding 20 stalls. This same structured requirement is not applied in the NE Quadrant, since currently the Kenmore Park and Ride on Bothell Way is in surface style and the urban form in this Quadrant is anticipated to be different than the NW Quadrant due to more scattered infill and redevelopment opportunities. Policies encourage the Park and Ride in the Northwest Quadrant as part of stimulating growth and providing for shared parking opportunities, but it is not ruled out elsewhere as demonstrated by implementing zoning code allowances.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<i>Various Commercial Uses: Retail, Restaurant, Service and Commercial Recreation Uses (see also issue of Design Guidelines below).</i>		Several commentors were concerned about whether their business could continue to operate or if they are considered nonconforming. Responses are shown below.
Corner Books (S)	Use allowance	Indoor retail use is permitted in DC zone.
Corner Comics (S)	Use allowance	Indoor retail use is permitted in DC zone.
Fran's Fashions (S)	Use allowance	Indoor retail use is permitted in DC zone.
Kenmore Jewel Box (S; Ruth Strok, L)	Use allowance	Indoor retail use is permitted in DC zone.
Ostrom Drugs Dick and Todd Ramsey (PC, H, L)	Use allowance	Indoor retail use is permitted in DC zone.
Kenmore Veterinary Hospital Mike Bellinghausen (PC, H)	Use allowance	Veterinary Clinics without outside kennels are permitted in DC zone.
Maser's Grooming and Pet Shop (S)	Use allowance	Indoor retail use and onsite services are permitted in DC zone.
Ichiban Teriyaki (S)	Use allowance	Eating and Drinking use is permitted in DC zone.
NuLite Restaurant (S)	Use allowance	Eating and Drinking use is permitted in DC zone.
The Little Gym (S)	Use allowance	Indoor recreation use is permitted in DC zone.
Tae Kwon Do Academy (S)	Use allowance	Indoor recreation use is permitted in DC zone
Kenmore Locksmith (S)	Use allowance	Indoor retail appears to be the primary use and is permitted in the DC zone.
Multifamily Hugh Weise (L) Masso Salmassi (L)	Density, increased public services, public safety.	<p>The Downtown Plan promotes multifamily housing for several reasons:</p> <ol style="list-style-type: none"> 1. In accordance with the principles of the Washington State Growth Management Act, the City is required to plan for additional residential growth. Input from the public has indicated that this growth would best be concentrated in the downtown in order to preserve the character and densities of the existing single-family neighborhoods. 2. High density housing in the downtown supports improved transit service, which can benefit the entire community.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		<p>3. Increasing the number of residents living in or near downtown creates additional customers for existing businesses and encourages the development of more businesses that stay open in the evening and during weekends and holidays.</p> <p>4. Apartment residents help create a more active downtown around the clock, which helps to create a safer environment.</p> <p>Market studies indicate that the most viable current investment opportunity is for the construction of upper income or higher amenity housing downtown. The City also has an obligation to promote affordable housing opportunities as well, which is housing that will likely be targeted for families making approximately 60-80 percent of the King County median income, or \$30-40,000 per year.</p>
<i>Development Standards</i>		
Density		
Mark Frank, developer (P)	DC zone density/bonus level to achieve urban form.	The Downtown Commercial and Downtown Residential were amended to have a minimum density of 36 units per acre with a cap at 48 units without density incentives to a maximum of 72 units with density incentives. This raises the base density in the DC zone from 36 to 48 and makes a consistent density approach between the DC and DR zones in the NE Quadrant of Downtown.
Dave Crawford (H) Dave Machren (L)	Downtown Plan needs density to make it work.	Minimum residential densities are included in the Downtown Plan to help achieve the purposes described above, and were generally increased from 30 to 36 units per acre as a result of comments. In the DC zone the minimum density is 36 units per acre; in the DR zone, the minimum density is 18 to 36 units per acre depending on whether townhouses are a part of the mix or not. Maximum densities (between 48 and 72 units per acre depending on density bonuses) are set as well to ensure proper planning of facilities and services as well as to define development character.
Teresa Michelsen (L)	Why strike the provision allowing 200% density for 100% affordable units? This seems like an important enough goal to allow a higher density.	The minimum, base and maximum densities are set by zone; to achieve the maximum density, bonuses may be pursued, including those for affordable housing. The Residential Density Incentive System was reviewed by A Regional Coalition for Housing (ARCH) on behalf of the City. The current bonus system does not address moderate income (50-70% of County median income) rental units, and it does not address low-income (less than 50% of County median income) homeownership opportunities. Given the market is not providing these affordability levels in the community, affordable housing bonuses are amended in the Downtown Plan and are restructured to give more incentive to pursue the

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		more difficult affordability levels. The bonus for affordable ownership housing was changed from a 2:1 system (allowing 200% of normal density for 100% affordable units) if all units were affordable, to a 2:1 approach (2 bonus units for 1 affordable unit) for any amount of ownership housing that achieves affordable ownership housing at the most difficult level of 50% or less median income households. In this way it is more likely that units at this affordability level will be supplied if not all units are required to be affordable to attain the bonus.
Parking Todd Ramsey (L, H) Marjorie Davis (H) Hugh Weise (L) KRSSP (L)	Accommodate on-street and surface parking as well as structured parking.	<p>Surface parking is allowed in the Downtown Plan. Additionally, the original Pedestrian Oriented overlay requirement in place since the early 1990's that 25% of parking be structured is not a part of the Downtown Plan.</p> <p>Regulations would allow surface parking and, generally, require it to be screened and located to the side or rear of a building; nothing precludes side or rear building entries facing the parking area (also see below under Design Standards), with some allowances for front parking along SR-522. There are incentives for structured parking to encourage a more compact, pedestrian oriented development pattern – for example, additional height is possible with the provision of structured parking. Also in the proposals, any Northwest Quadrant parking above the minimum required stalls would need to be structured – no one would be required to provide more than the minimum parking; in the Northeast Quadrant, height incentives and minimum densities would encourage structured parking. Variance opportunities would remain for unique circumstances as warranted.</p> <p>Shared parking arrangements are allowed currently and are continuing in the Downtown Plan. In the Current City Code and in the Downtown Plan, minimum parking requirements can be reduced up to 50% by providing a parking demand analysis. A parking purchase plan would be accommodated under the shared parking allowances noted above, and is recommended as an implementation measure in Table H.</p>
Teresa Michelsen (L)	Parking regulations won't provide much incentive for taking transit. Provide more than a 10% reduction for shared parking. Also provide maximum as well as minimum parking requirements, as	Transit-orientation is encouraged through a variety of approaches – mixed use allowances, site design standards, structured parking incentives, minimum residential densities, promotion of park and rides closer to SR-522, and some reductions in parking in the Northwest Quadrant for residential parking; basic commercial parking standards in terms of numbers required remain the same. Shared parking arrangements are allowed currently and are continuing in the Downtown Plan. For mixed-use developments, the shared parking percent goes up to 25% from 20%. Other ways to reduce parking include outright parking reductions allowed in the Code.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
	recommended in the traffic study appendix.	reductions allowed in the Code. Rather than maximum parking requirements, to promote a compact urban form encouraging transit in the Northwest Quadrant, parking <i>above</i> minimum levels would be required in structured form. This will preclude excessive parking. In the Northeast Quadrant where redevelopment is likely to be on a smaller infill basis, structured parking would be encouraged by height incentives and by minimum densities.
Sign Standards Todd Ramsey (L)	Prefer no change in current sign regulations for future DC properties.	Existing signs and reuse of current sign fixtures are allowed to continue; if removed, the nonconforming sign fixtures would not be allowed to be re-established. For new development, the Downtown Commercial sign standards follow from early Design Standard recommendations and are based on the current Office zone requirements. The provisions are reviewed against examples from other communities as well as information about adequate sign heights and locations for visibility (see discussion and footnotes about Signs in Section II of Plan). The sign provisions would be interim until the City completes a comprehensive review of sign requirements. Because the sign requirements are zone-based, the interim regulations are proposed for the new Downtown Commercial zone. Having visible but controlled signage will help create a community-oriented, pedestrian oriented character that allows for visibility by drivers as well.
Teresa Michelsen (L)	Any chance to get rid of billboard near the bridge on the Sammamish Slough? And fewer and smaller billboards on SR-522?	Current regulations on billboards, inherited from King County, allow for alteration or relocation of billboards in the RB zone, but no additional billboards. Such provisions would not apply in the DC zone interim sign allowances, which would not accommodate new, relocated, or significantly altered billboards. Outside of the DC zone, current limited billboard allowances would apply, unless amended through a future City work program on the basis of City Council resource allocations.
DESIGN GUIDELINES		
Triggers to Requirements/Administration Corner Books (S) Corner Comics (S) Fran's Fashions (S) Kenmore Camera (S)	Address how to proportion development and design requirements for expansions and remodeling to allow for investment and	As part of Plan implementation, the Downtown Plan includes the concept of proportional compliance, which is intended to provide some flexibility for improvements to existing buildings or sites. Existing business/property owners making improvements are only required to comply with Design Guidelines in proportion to improvements made; exemptions are made for minor maintenance

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
Kenmore Jewel Box (S) Ron Sterling (PC)	improvements.	and improvements. Also, the Plan no longer references a specific value triggering compliance (i.e. \$5,000), and made waivers for normal maintenance and repairs.
<i>Pedestrian Orientation</i> Mike Bellinghausen (H) Dave Crawford (H) Todd Ramsey (L) Taekwondo Academy (S) Wanda Walldrop (H)	Some prefer auto-oriented forms of development.	The Design Standards are intended to achieve the Comprehensive Plan vision and Downtown Guiding Principles for a vital active mixed use center that recognizes the need to accommodate automobiles, but not to the exclusion of or minimal attention to pedestrians or other modes of travel. The standards are written in a manner to as much as possible achieve the vision with some flexible choices for a development applicants. There are options, menus, as well as some administrative flexibility to allow for creativity while meeting priority standards.
<i>Design Standards</i> Dave Crawford (H) John Hendrickson (H)	People made to feel bad about how Downtown looks; “tacky”. Why limit vinyl siding in the Design Guidelines?	<p>The purpose of the Design Standards is to achieve the City’s vision for “a community with clear design standards creating attractive, functional, and enduring buildings and places...” The Design Standards would apply only when an applicant proposes new development or redevelopment or significant exterior remodeling. The Plan includes the concept of proportional compliance, which is intended to provide some flexibility for improvements to existing buildings or sites. Existing business/property owners making improvements are only required to comply with Design Guidelines in proportion to improvements made. Also, the Final Plan removed reference to a specific value triggering compliance (i.e. \$5,000), and made waivers for normal maintenance and repairs.</p> <p>In terms of residential building materials additional allowances were made for vinyl siding in residential or upper floors of commercial/mixed use buildings, but would be limited as a secondary material since the intent is to promote materials that have a standard of quality over time, and to create texture and pattern to help reduce visual bulk. It was felt that wood, masonry, enamel panels, and pre-cast concrete would better meet the intent of the design standard. Materials standards would only apply to areas subject to the Design Standards in the Downtown and not Citywide.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<i>Appearance of Buildings</i> Teresa Michelsen	The appearance of existing buildings and signs is a major issue. The owners will not have to do anything until they want to remodel or change something; in the meantime this will not clean up unmaintained buildings, signs, unscreened equipment. Is it possible to have some design and appearance standards that owners have to comply with in the near-term? Review codes for less expensive, but cosmetic improvements that people could be asked to do within the near future.	Downtown Plan components that promote roadway/landscape improvements, and catalyst projects, are intended to create momentum for improvements, along with incremental implementation of design standards through proportional compliance. Table H lists incentives, such as building permit fast-tracking, fee waivers, loan pools, improvement districts, and marketing efforts to encourage businesses to make cosmetic improvements before they initiate significant remodels or changes that would be addressed by Design Guidelines.
<i>Design Standards For SW And SE Quadrants</i> Teresa Michelsen	Why are there no design standards for the SW and SE quadrants? They are just as badly needed there. Don't assume that master plans will take care of things – changes are needed in the interim as well.	P-Suffix conditions require a desired urban form for the larger properties. Properties north of NE 175 th Street between 65 th and 73 rd Avenues NE would be subject to design standards.
<i>Parking Lot Screening and Location on SR-522</i> Teresa Michelsen	Parking lot screening and construction requirements should be different on Bothell Way than in other areas of the City. Bothell Way will be auto-oriented no matter what you do;	In the Final Plan, Surface Parking Lot Location standards in the Design Guidelines were modified to allow properties fronting SR-522 (and multiple building developments equal to or greater than 4 acres anywhere) to follow the more flexible standard in the Design Standards of having a minimum percent of building frontage along the roadway (55%) and if this is met, then the remaining parking can be located on the balance in the front, side or rear; however, changes in screening measures were not made to ensure a quality development atmosphere

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
	there should be more flexibility in location and visibility of parking lots.	along the City's major spine.
<i>Structured Parking Indoor Amenities</i> Teresa Michelsen (L)	There are some indoor amenities that can be built into structured parking that will greatly increase the chances that people will feel comfortable using it. Design standards are focused on exterior, but need to address inside too: well-lit, painted interiors, integrate parking with transit bay, and indoor access to shops, covered walkways to neighboring shopping areas or civic buildings too.	The Design Guidelines primarily focus on the exterior appearance, but also address function – e.g. that parking structures provide for retail opportunities in the ground floor street frontages. Principles to address indoor function are included in zoning development standards.
CIVIC CENTER		
<i>Location</i> Dave Crawford (H) David Guin (H) Gerald Huck (H) James Melvin (H) Teresa Michelsen (L) Dick Ramsey (H, PC) Ron Sterling (PC) Alan Van Ness (H) Hugh Weise (L)	Alternative sites should be considered, e.g. Park and Ride on 68 th Avenue NE, 73 rd Avenue NE/NE 181 st Street, Old Northshore Utility District building on 68 th Avenue NE, LakePointe.	Consistent with the Comprehensive Plan vision to create a community-focused, mixed-use, and pedestrian-oriented Center north of SR-522, the Downtown Plan focuses upon the area northwest of the SR-522/68 th Avenue NE intersection. This area, also known as the Northwest Quadrant, is the target for strategic civic investment to support existing and future private investment. At the time the Comprehensive Plan was prepared, a civic investment alternative at 73 rd Avenue NE and NE 181 st Street was reviewed (NE Quadrant), as well as an alternative in the vicinity of Plywood Supply (SE Quadrant). These alternatives were analyzed in the Comprehensive Plan, but not selected by the City in Comprehensive Plan adoption. It was thought that civic investment in the Northwest Quadrant would produce the most spin-off effects, create a synergy with the Southwest Quadrant (LakePointe), and result in less environmental concerns. In response to citizen and business owner concerns, the Plan does not recommend

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		<p>a specific site for the civic center, which could include a new library, community center and city hall. The Plan provides the City Council with criteria that will assist the Council in making a siting decision. This will enable the City Council to consider a wide range of sites, consistent with the Downtown Plan, and select the best site at the time the decision is ready to be made.</p> <p>Further recognizing community comments, the Downtown Plan includes Civic Center Criteria, with key concepts as follows:</p> <ul style="list-style-type: none"> ▪ Identifying that the Northwest Quadrant may be a priority location, but that the City should consider unique opportunities to site the Civic Center at alternative locations; ▪ Recognizing that the location selection should give priority consideration to sites on the market, or identified as suitable for redevelopment by the property owners; and ▪ Offering a range of City investment options, such as the City may be an owner, a long-term leaseholder, or anchor tenant in a public/private development. <p>The Civic Center Criteria are evaluated against Civic Center location Alternatives A through D originally from the Draft Downtown Plan, Alternative E on Park and Ride, Alternative F along the east frontage of 68th Avenue NE, Alternative G at 73rd Avenue (reviewing an original Comprehensive Plan alternative), and Alternative H LakePointe, with Alternatives E to H evaluating sites raised through citizen comment over time. These eight locations are not meant to be all inclusive. If other sites are identified, they should be evaluated with the criteria.</p>
<p>City Hall Size, Police Precinct Teresa Michelsen (L)</p>	<p>The consolidation of the City Hall, Library and Community Center would be efficient from cost and land utilization standpoint. A performing arts facility is not recommended due to affordability and lack of active arts community. Stick with Option A City Hall size, unless there are specific reasons why more space is needed.</p>	<p>For the purposes of fiscal analysis in Appendix E and because of the efforts of a group in the Northshore area to look at alternative locations broadly, a performing arts center was conceptualized, but is not considered necessary or a priority. Current zoning use allowances and future zoning use allowances accommodate indoor recreation and cultural facilities. City Hall program needs, as part of an overall Civic Center were studied in a range (Appendix D) to address potential future needs. At the time of a Civic Center siting, the size needed for priority City Hall functions and ability to expand in the future with changing needs would be considered. There is no reason to believe that the police precinct will move in the next few years; however, as additional incorporations and/or annexations take place, in particular Finn Hill, it is likely that King County will close the precinct and move it east closer to the remaining unincorporated areas. For this reason, both options are presented. At the time of a civic center design, current and</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		future needs, and the ability for the structure(s) to be easily expanded, when or if appropriate, would be considered.
Cost Bagnall Family (L) Dave Crawford (PC, H) Barbara Dietrich (L) Dean and Crystal Dingler (L) Bob Fogerty (H) Joan French (H, L) John French (L) John Hendrickson (PC) Bert Hubka (H) Terry Johnson (H) John Loewe (H) David Mason (H) James Melvin (H) David Novak (L) Karen Olsen (H) James Ozanich (H) Ken Parsons (H) Beverly Peterson (L) Dick Ramsey (H) Eldon Rice (L) Marlene Rice (L) Patrick and Dorothy Rooney (L) Dorothy Schmidt (L) Jennifer Sokol (L) Vilem Sokol (L) Arty Stanfel (H) Gladys Stanfel (H) Storm Stevenson (PC) Hugh Weise (L)	Less costly alternatives, do not raise taxes.	<p>The Civic Center can be a catalyst for future downtown development, as an anchor tenant in a mixed-use development project or as a standalone project. In either scenario, the center could bring hundreds of potential customers downtown on a daily basis.</p> <p>The intent of the Downtown Plan is to state this concept of “strategic public investment” and provide criteria to help guide the location of the Civic Center in the downtown area in an effort to stimulate new private investment, if future funding is approved for these public facilities. As part of the Downtown Plan, amendments to the Capital Facilities Element addressed the City Parks Master Plan and Downtown Plan analyses of potential space needs and potential land costs for a Community Center and City Hall. However, the exact elements and costs of the Civic Center would not be known until sites and designs are selected. The library, community center and downtown amenities will only be funded and constructed with voter approval. A new City Hall would be funded with existing City revenues set aside for capital investments and would not require new taxes.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<i>Combination of Uses</i> Ruth Hedman (L) Endrick and Evelyn Noges (L) Penny Perry (L) Wanda Waldrop (L) Hugh Weise (L)	Why co-locate City Hall, Library, and Community Center.	The current City Hall was purchased in 1999 and was intended to house City staff for 3-5 years. It is currently near capacity and will exceed capacity within the next few years. The Kenmore Library is significantly undersized for the number of visitors it receives and the amount of books that circulate from this branch. The need for a community center has been identified through public meetings and surveys and would be financed by a separate bond issue that would be voted on by Kenmore residents. By consolidating these three activities into a single facility there would be more efficient use of space and the community could realize a greater return on public investment. The users of these facilities, which include off peak hour activities, will create additional customers for existing businesses and will serve as a catalyst for new business investment for Downtown businesses. These activities will also serve as a stimulus for further private investment.
<i>Outdoor Plaza</i> Teresa Michelsen (L)	Large outdoor plazas will take up space, and will not be used for most of the year. Most or all of the successful retail space in Seattle area is indoor. Put a large outdoor plaza in the SW quadrant where there are/will be more amenities.	While size and type of civic gathering areas will be determined based on a more site-specific study in association with the Civic Center, indoor and outdoor public spaces are promoted in the Guiding Principles (Section I-3) and Civic Center criteria (Section I-4, end). For purposes of open space relief (even in an urban context), and as part of a multi-use, multi-purpose (e.g. auto travel area convertible into plaza, such as in Figure E-2) atmosphere, an outdoor space would provide opportunities for different types of community gatherings.
BUSINESS IMPACTS		
<i>Business Retention</i> Mike Bellinghausen (H) Sally Sue Bouillon (PC) Lynn Cantrall (H) Corner Books (S) Corner Comics (S) Chip Davidson (H) Teresa Dodd (H) Fran's Fashions (S) Bob Hensel (H)	Will implementation of Plan over time by private property owners and public improvements price out tenants?	The plan accommodates a large majority of businesses in zoning allowances, and contains "grandfather" (nonconforming) allowances as well. No businesses will be required to close or stop operating as a result of rezoning. With regard to potential civic or circulation improvements, Civic Center criteria have been developed which address consideration of existing businesses, and focusing on a negotiated process with willing landowners; circulation criteria with 67 th Avenue NE (north of NE 181 st Street) show a range of options, public or private street or pedestrian path. The emphasis in the Plan on new housing Downtown and strategic public investment should have a positive economic impact on existing businesses.

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
Gerald Huck (H) Ichiban Teriyaki (S) Terry Johnson (H) Kenmore Locksmith (S) KRSSP (L) James Melvin (H) Patrick and Dorothy Rooney (L) Jeff Slater (PC) Jennifer Sokol (L) Gladys Stanfel (H) Storm Stevenson (H) Ruth Strok (H, L) Taekwondo Academy (S) The Little Gym (S) Jim Washington (H) Hugh Weise (L) Laurie Wilson (H)		<p>To implement the Downtown Plan strategies are included in the areas of Business Retention, Economic Development, Infrastructure/Services, and Regulations/Permitting. While brief, it lays out a series of measures that will require City Council review and authorization, and equally important resource allocation. Much of the implementation is likely to be the result of a more detailed review following the Downtown Plan completion since some of it is more site specific or lends itself to more focused review, and the plan promotes formation of an Advisory Implementation Task Force that would advise the Council on implementation strategies outlined in the plan including actions to support business expansion and improvements, relocation assistance, incentives to have developments retain existing businesses, and other provisions.</p>
<i>Viability of Retail</i> Chip Davidson (H) Dennis Kroeger (H) Kenmore Locksmith (S) Todd Ramsey (PC) Hugh Weise (L) Jim Washington (H)	The financial analysis showed that retail or commercial development would be difficult. Does this mean that existing businesses would also have difficulty?	<p>The scope of the Downtown Plan includes a Market Study, completed by Property Counselors in October 2001, which identifies the market forces and estimates the amount of market demand that the Downtown might capture. The market study does not address whether the development of such uses will be financially feasible. Regarding retail, the largest retail sectors in absolute terms are food, gas stations, eating/drinking and miscellaneous retail. Kenmore retail largely serves a local market area. Even within this area, the City captures only a small share of resident expenditures. According to an analysis of retail leakage, City businesses capture only \$72 million in gross sales for retail trade out of \$236 million in estimated City resident spending, and \$30 million in gross sales for services out of \$51 million. While it is not unusual for a small community to experience leakage in categories such as general merchandise, apparel, and auto sales, Kenmore businesses captured only \$19 million for groceries out of \$43 million.</p> <p>Future retail demand is estimated in terms of gross sales and supportable development based on household growth, income levels, spending factors, and capture rates. The capture rates reflect typical performance levels by sector and are significantly higher than current levels for sectors such as grocery and personal services. Projected increases in sales would be sufficient to support</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS																																																			
		<p>additional retail development in the following range:</p> <table border="1"> <thead> <tr> <th colspan="3">Projected Market Demand 2000 – 2010</th></tr> <tr> <th>USE</th><th>DOWNTOWN SHARE</th><th>NORTHWEST QUADRANT SHARE</th></tr> </thead> <tbody> <tr> <td colspan="3">Multifamily Residential</td></tr> <tr> <td>Luxury</td><td>40 – 60 Units</td><td>0 Units</td></tr> <tr> <td>High Amenity</td><td>160 – 240</td><td>100 – 150</td></tr> <tr> <td>Basic</td><td>60 – 90</td><td>30 – 45</td></tr> <tr> <td>Total</td><td>260 – 390</td><td>130 – 195</td></tr> <tr> <td colspan="3">Retail</td></tr> <tr> <td>Neighborhood Center</td><td>50,000 – 75,000 SF</td><td>50,000 – 75,000 SF</td></tr> <tr> <td>Strip/Stand-Alone</td><td>25,000 – 35,000</td><td>10,000 – 20,000</td></tr> <tr> <td>Specialty</td><td>0</td><td>0</td></tr> <tr> <td>Mixed Use</td><td>20,000 – 30,000</td><td>20,000 – 30,000</td></tr> <tr> <td>Total</td><td>95,000 – 140,000</td><td>80,000 – 125,000</td></tr> <tr> <td colspan="3">Office</td></tr> <tr> <td>Local Serving</td><td>36,000 – 54,000 SF</td><td>18,000 – 27,000 SF</td></tr> <tr> <td>Regional</td><td>0</td><td>0</td></tr> <tr> <td>Total</td><td>36,000 – 54,000</td><td>18,000 – 27,000</td></tr> </tbody> </table> <p>Source: Property Counselors, October 2001.</p> <p>The development would be a combination of commercial neighborhood centers, mixed use (residential and commercial) and strip centers.</p> <p>The purpose of the February 2002 Financial Analysis by Property Counselors is to demonstrate the feasibility of <i>new development</i> in the Kenmore Downtown Area, or to identify the economic conditions under which such new development would be feasible. It does not address the renting of space in <i>existing buildings</i> by new businesses – these uses may rent space as available according to the property owner requirements.</p> <p>Based on the study, <i>new development</i> with office and most retail uses would not generate developer profit at prevailing rates if parking must be provided in a structure. It is noted that the cost of land for development would be high because of high property values reflecting a commercial area that has operating</p>	Projected Market Demand 2000 – 2010			USE	DOWNTOWN SHARE	NORTHWEST QUADRANT SHARE	Multifamily Residential			Luxury	40 – 60 Units	0 Units	High Amenity	160 – 240	100 – 150	Basic	60 – 90	30 – 45	Total	260 – 390	130 – 195	Retail			Neighborhood Center	50,000 – 75,000 SF	50,000 – 75,000 SF	Strip/Stand-Alone	25,000 – 35,000	10,000 – 20,000	Specialty	0	0	Mixed Use	20,000 – 30,000	20,000 – 30,000	Total	95,000 – 140,000	80,000 – 125,000	Office			Local Serving	36,000 – 54,000 SF	18,000 – 27,000 SF	Regional	0	0	Total	36,000 – 54,000	18,000 – 27,000
Projected Market Demand 2000 – 2010																																																					
USE	DOWNTOWN SHARE	NORTHWEST QUADRANT SHARE																																																			
Multifamily Residential																																																					
Luxury	40 – 60 Units	0 Units																																																			
High Amenity	160 – 240	100 – 150																																																			
Basic	60 – 90	30 – 45																																																			
Total	260 – 390	130 – 195																																																			
Retail																																																					
Neighborhood Center	50,000 – 75,000 SF	50,000 – 75,000 SF																																																			
Strip/Stand-Alone	25,000 – 35,000	10,000 – 20,000																																																			
Specialty	0	0																																																			
Mixed Use	20,000 – 30,000	20,000 – 30,000																																																			
Total	95,000 – 140,000	80,000 – 125,000																																																			
Office																																																					
Local Serving	36,000 – 54,000 SF	18,000 – 27,000 SF																																																			
Regional	0	0																																																			
Total	36,000 – 54,000	18,000 – 27,000																																																			

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
		businesses. The Plan indicates under what conditions retail is financially viable, such as if parking is not structured. Structured parking is not required in the Plan. It is encouraged and incentives are provided to help create urban form, and in anticipation that market conditions may change.
Teresa Michelsen	Most of the proposed designs (Appendix E) do not seem to reflect the findings of the financial study. Suggestions, reduce plaza space, allow more surface parking (reduce structured parking), increase retail density through clustering, put high-end residential developments on more expensive land and low income developments on least expensive land, leaving the “middle ground” for public buildings. Don’t have City take cheapest land – this will discourage development on the remaining land. Agree with suggestions that the City should begin acquiring and consolidating parcels.	The comments are taken under advisement. The financial feasibility analysis was based on options E-1 to E-4, which were created for such an analysis (and <i>not</i> to indicate that other mixes, configurations, etc. were impossible; rather there are infinite possibilities under the zoning). Since the City used these options for study purposes, the conclusions of the study can be applied to future site specific and area-specific plans and programs, such as the Civic Center siting. Measures to improve the conditions under which feasible development would occur include removing the automatic structured parking requirements in the Pedestrian Overlay, and providing more flexible density ranges in the Northwest Quadrant.
<i>Economic Revitalization</i> KRSSP (L)	The plan will not stimulate economic revitalization.	As noted in the Plan Introduction, economic stimulation is a goal, and has been analyzed. Future retail sales tax, property tax, and other projections are estimated to increase as a result of Plan implementation.
<i>High End V. Low End Retail</i> Teresa Michelsen (L)	Commenter supports more variety and higher end retail opportunities to add to some valued existing	The comments are taken under advisement. Economic revitalization is an objective of the Plan. The Plan allows for a range of retail opportunities. Based on discussions with Property Counselors about their Market Study

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
	<p>businesses. Currently, much household money is spent outside of Kenmore due to lack of choices in Kenmore.</p> <p>How is there no demand for specialty shops? Kenmore is a high-income area, with financial leakage. If it were here, citizens would use it.</p> <p>Attract Missing Businesses. This isn't currently on the list of implementation strategies, but City should develop a "wish list" of business types that are not currently in the City, or under-represented and then work to attract them and market to them.</p>	<p>conclusions for Downtown Kenmore, there could be demand for specialty retail (i.e. a collection of smaller specialty retailers with an overriding theme, such as Gilman village) as part of a high amenity waterfront development like LakePointe, but otherwise the location does not justify the larger market area necessary to support shops as part of a regional mall. From a local consumer's point of view, specialty retail would be attractive, but there wouldn't be enough consumers within the natural market area.</p> <p>Regarding attracting missing businesses, this strategy was added to the business promotion activities on Table H.</p>
<p><i>Implementation Strategies, Business Assistance, Nonconforming Businesses</i> Teresa Michelsen (L)</p>	<ul style="list-style-type: none"> Business Assistance. Not all businesses will survive the transition; this may be necessary and desirable to have some changes in types, location, and appearance of businesses. If not willing to acknowledge this, and unwilling to immediately discontinue some nonconforming businesses, things won't 	<p>The Downtown Plan recognizes the balance between the need to support existing businesses and to encourage new development. Existing legal and nonconforming uses can stay, and there are allowances for some limited expansions; however, nonconforming and existing legal uses would be subject to an abandonment clause.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
	realistically change.	
<i>Property Consolidation</i> KRSSP (L)	Object to lots in common ownership to be consolidated. Object to disallowing buildings to be constructed over property lines; requiring accessory uses such as parking to be located on the same lot such as multiple buildings in a complex that share common areas of access.	<p>At a March 14, 2002 Developers' Forum for the Downtown a key point was raised that land assemblage is perhaps the single most important action that the City needs to take to stimulate development downtown. The current pattern of small, irregular lots presents an economic disincentive for more efficient development featuring joint access and shared parking.</p> <p>The language about requiring parking to be located with the associated land use, and land under common ownership to be consolidated was removed in the Final Plan. In terms of requiring buildings to be sited to avoid straddling property lines, it is recommended that this property consolidation approach be retained. Other potential actions to encourage lot consolidation are recommended to be retained such as the City facilitating matching of compatible owners, or consolidating and surplusing City property found to be unnecessary for civic or infrastructure improvements once more detailed design has proceeded. During the forthcoming implementation phase the range of property assemblage options can be studied further by the Downtown Implementation Task Force and the most feasible and effective approaches retained.</p>
<i>Downtown Moratorium</i> Dave Crawford (L) Terry Johnson (L) Dennis Kroeger (L) Dick Ramsey (L) Laurie Wilson (L)	Remove the moratorium and allow businesses to expand/improve.	A moratorium on major new developments in Kenmore's downtown area was in place since October 2001 to allow for Downtown planning to occur without major changes that could impede the long-term community vision for an active, mixed use and pedestrian oriented Downtown. The moratorium allowed for interior remodels and expansions of building square footage up to 10%. In advance of Plan adoption, the moratorium was removed by the City Council.
ROAD & SCHOOL IMPACTS		
<i>Transportation</i> Marjorie Davis (H) John French (L) Joan French (H, L) John Hendrickson (H) Ruth Hedman (L) Bert Hubka (H)	Traffic congestion will worsen; circulation improvements are needed, and should be a priority.	<p>Almost half of the traffic in the City is pass through. With mixed uses allowing greater transit and more opportunities to stay in the community to meet needs, and with planned improvements to City roads and SR-522, the community would "hold its own" in the PM peak hour despite increasing volumes, and during the off-peak hours would see significant improvement. The City Transportation Element should be consulted for additional information.</p> <p>Supplemental traffic analysis was conducted for the Downtown Plan and is</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
KRSSP (L) James Melvin (H) David Novak (L) Ken Parsons (H) Beverly Peterson (L) Eldon Rice (H, L) Marlene Rice (H, L) Masso Salmassi (L) Jennifer Sokol (L) Vilem Sokol (L) Ron Sterling (PC) Laurie Wilson (H) Joan Woodard (H)		<p>summarized in that document. The conclusions of the Transportation Element were not altered as a result of the more specific study. Improvements and recommended roadway features developed as part of the Downtown Plan are summarized in Table G of the giving potential roadway and pedestrian improvements. The Downtown Plan, and the Capital Facilities and Transportation Elements of the Comprehensive Plan, also emphasize the completion of a “loop road” around Downtown as comments have suggested. (Also see Figure 3 of the Downtown Plan.)</p> <p>It should be noted that the City Transportation Improvement Plan has a 20-year project list to be funded by a variety of grants, impact fees, City funds, and other sources for \$74.6 million. It is a top priority of the City capital improvement program.</p>
<i>Schools</i> David Guin (H) Wanda Waldrop (L) Hugh Weise (L) Laurie Wilson (H)	Additional growth and impact to school capacity; school tax increases.	<p>School impacts were studied with the overall Comprehensive Plan, which assumed major development Downtown. The number of students and effect on the School District was noted in the March 2001 Comprehensive Plan Environmental Impact Statement (p. 12-136 to 12-137). The School Districts prepare six-year capital facility plans, and calculate the amount of impact fees that new growth would pay to fund growth-related improvements. Kenmore has adopted the Northshore School District impact fees.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
PUBLIC REVIEW PROCESS		
<i>Public Review Process</i> Mike Bellinghausen (PC) Lynn Cantrall (H) Dave Crawford (PC) Chip Davidson (H) Teresa Dodd (H) Dave Faulkenberg (PC, H) Steve Gimurtu (PC) John Hendrickson (PC, H) Bob Hensel (PC, H)	Awareness of plans, length of time before final plan is adopted, former citizen surveys, business owner input, and other similar concerns have been raised.	<p>While citizen input during the Comprehensive Plan preparation helped initiate and guide the Downtown Plan⁵, the Downtown Plan is being shaped by citizen and business input solicited on the specific Downtown Plan proposals.</p> <p>Planning Commission deliberations were extended from the original schedule of conclusion in September 2002 to concluding in December 2002. The City Council review has been extended from concluding in October 2002, to now concluding March 2003. These changes were made specifically to address the additional public comment received since Summer 2002.</p> <ul style="list-style-type: none"> ▪ To date, public input on the Downtown Plan has been solicited on November 29, 2001, March 14 and July 25, 2002 at public open houses, with the November meeting concentrating on proposed Downtown Plan Guiding Principles, and the March and July

⁵ Towards preparing the March 2001 Comprehensive Plan and EIS, the City Council-appointed Planning Commission held approximately 38 meetings between July 1999 and December 2000 including the following public outreach, public workshops and hearings, which were attended by hundreds of Kenmore residents:

- Kenmore community survey, distributed to about 6800 Kenmore mailing addresses and received over 800 responses, Fall 1999.
- Kenmore Community Workshop about the Future of Kenmore, September 29, 1999
- Kenmore Visual Preference Public Workshops, October 13 and 14, 1999
- Vision Statement Public Hearing, January 25, 2000
- Land Use and Downtown Alternatives Public Workshop, May 9, 2000.
- Public Open House introducing the Draft Comprehensive Plan, October 17, 2000
- Public Hearing, October 24, 2000
- Public Hearing, November 28, 2000

The Planning Commission and City Council met jointly on December 18, 2000 to discuss the Commission recommendations. Over January through March 2001, the City Council studied the Plan, made additional refinements, held a public hearing on March 12, 2001, and adopted the Final Integrated Comprehensive Plan and EIS by Ordinance.

Several comments at the August 22, 2002 Downtown Plan Public Hearing were made about the City's 1999 Community Survey and what it showed about community interest in creating a Downtown. Planning Commission public hearing participants quoted that about 4% of respondents wanted a central place in Kenmore. This is misquoted from one fill-in question, and ignores several other questions where with both fill-in and direct questions, the desire for a central place in Kenmore was strong. There was strong support for a central place having a range of uses, support for multifamily Downtown, and for commercial and multifamily design standards. These were in the top planning priorities reviewed in the community survey. For example, a series of multiple choice questions asked survey participants about 28 various possible planning priorities in the areas of housing, economic development, parks and open space, environmental protection, streets and sidewalks, and beautification. The five most highly rated priorities were:

- Improve streets and intersections (Very High 46.8%)
- Ensure existing parks are well maintained (Very High 46.8%)
- Maintain and enhance residential neighborhoods (Very High 46.6%)
- Design controls for appearance of commercial development (Very High 37.9%)
- Create a central place for civic and/or retail uses (Very High 37.0%)

A full copy of the 1999 Survey results is on the City website, www.cityofkenmore.com

Responses to Comments

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
Dennis Kroeger (H) George Maser (H) David Mason (H) Dick Ramsey (H) Todd Ramsey (H) Ron Sterling (PC) Storm Stevenson (PC) Alan Van Ness (H) Jim Washington (H) Hugh Weise (L) Laurie Wilson (H)		<p>concentrating on proposed Downtown Plan Guiding Principles, and the March and July meetings upon Northwest Quadrant Master Plan Alternatives. A public hearing on the July 2002 Draft Plan, before the Planning Commission, was held on August 22, 2002. Written notification was mailed to persons on City mailing lists as interested in Comprehensive Plan or Downtown issues, and notices were posted and published in the newspaper. City newsletters regularly carried articles as well.</p> <ul style="list-style-type: none"> ▪ Downtown business input was specifically solicited at individual business interviews in November 2002, at a targeted open house on November 29, 2002, at two City -- Business forums on July 17, 2002, and through the invitation by the Planning Commission for local business leaders to present Downtown Planning alternatives and comments on October 17, 2002. General public open houses and hearings were also open to business owners and property owners. Some Planning Commissioners also attended local KRSSP business group meetings. Additionally, the planning team was invited to speak at a business group meeting on October 30, 2002. Business mailings -- a cover letter, and list of business/property owners and potential zoning changes -- were mailed in advance of the August 22, 2002 public hearing, and again on November 2002 to gain additional comments for Planning Commission consideration. ▪ Developer and real estate profession input was sought at forums on March 14 and August 8, 2002. ▪ It should be noted that in addition to the specially scheduled public open houses and hearings, public comment was taken at nearly every Planning Commission meeting between August and December 2002. ▪ During February through April, the City Council has provided for 8 study sessions, as well as a public hearing, a walk around downtown with business owners, and focused study sessions/discussions with business leaders. This is in addition to the Planning Commission process, which was extensive. ▪ While there has been considerable public involvement to date, it is important to note that more involvement will be necessary to successfully implement (after Plan adoption) the Downtown Plan. A key approach is the establishment of a Downtown Implementation Task Force included in implementation strategies..
OTHER		
<i>LakePointe</i> David Guin (H) Hugh Weise (L)	Support LakePointe	<p>The Downtown Plan supports LakePointe by applying the RB zone, retaining P-suffix conditions, and recognizing commercial site development permit conditions. For the most current information about LakePointe, consult the City website at www.cityofkenmore.com.</p>

COMPONENT/AMENDMENT	ISSUES OR REQUEST	STATUS
<i>Plan Authority – Staff Interpretation</i>		<p>The Downtown Plan intends to achieve a balance between specificity and flexibility. Specificity is found with standards considered the most important to achieve the Downtown Plan goals: for example, a) which uses are permitted, conditionally permitted or prohibited, in light of the Zoning Intent; or b) design standards promoting pedestrian orientation, particularly site design standards such as building and parking location. Standards that are desired but less centrally important are often provided more flexibility, such as some of the building design guidelines that provide a menu of options to fulfill the overall intent of the standard. This provides for some individuality and creativity on a property owner or developer's part while meeting City objectives. With a more simplified approach it is highly important to guide interpretations of the Downtown Zoning Code and Design Standards; therefore key definitions are included, and criteria for interpretation are included. Also, staff interpretations and decisions are appealable to the Hearing Examiner. This is cross-referenced in particular in the Design Standards where perhaps there is the most need for interpretation.</p>
<i>Plan Consistency</i> KRSSP (L)	Evaluate compatibility of downtown plan, parks plan, and SR-522 to each other and the comprehensive plan.	Related Comprehensive Plan amendments were made in tandem with the Downtown Plan adoption.

KRSSP SURVEYS

The group Kenmore Residents for Sensible Spending and Planning (KRSSP) distributed a survey to businesses in November 2002, at the time the City sent a letter requesting citizen and business comments. A summary of results is as follows:

- 31 Surveys
 - 19-21 Surveys were from businesses in Downtown Planning Area;
 - 10-12 Surveys were from businesses outside of Downtown Planning Area;
 - 5 Surveys in Downtown Planning Area had no comments, although the responses indicated lack of awareness of planning efforts.
- Primary Issues for Commenter:
 - Lack of knowledge about Draft Downtown Plan;
 - Concern and Confusion over Nonconforming versus Permitted Status; and
 - How/when Design Guidelines would apply.
- Survey comments, particularly from those in the Downtown Planning Area, are addressed in the chart above.

LETTERS/SURVEYS IN SUPPORT OF PLANNING EFFORTS

*Jeff Fay, 8/7/02 (also note Mr. Fay's suggestions in light of public comments made later in 8/23/02)

*Denise Taylor, 8/31/02

*Harry Pomeranz, 9/9/02

*KRSSP Survey, Chiropractic Clinic, 11/02

*KRSSP Survey, Denny's, 11/02

*Laurie Prendez, 12/8/02

*Teresa Michelsen 3/22/03

Section III

Public Comment: Summary Of Key Public Meetings

PUBLIC OPEN HOUSES

Guiding Principles – November 29, 2001

Upon review by the Planning Commission in Fall 2001, preliminary Guiding Principles were presented for discussion at the first Property/Business Owner and Public Open Houses held on November 29, 2001. The primary questions posed to the public were 1) whether the preliminary Guiding Principles overstated or understated issues, or omitted important topics, and 2) which Guiding Principles were most important. **Table G-2** summarizes the public comments made in small group discussions. They are not presented in a rank order.

**Table G-2. Public Open House Comments– Guiding Principles
November 29, 2001**

OVERSTATED	UNDERSTATED	MISSING	MOST IMPORTANT
<ul style="list-style-type: none"> Public transit overstated: Be realistic re: % that will ride. Overstated Civic Center. High density in Downtown – 2-3 story w/commercial ground floor (sometimes). Question the degree of density. 	<ul style="list-style-type: none"> Traffic “understated”. Youth activity and involvement understated. Emphasize foot and bike traffic. More emphasis on beautification of SR-522 and businesses along SR-522. NE Corner understated. Economic development understated: City focused on community development and not businesses. Understated – citizens bringing own businesses here – small businesses. Understated – Kenmore appearance – neglected; not just SR-522. Transportation – elevate Bothell Way – more emphasis, especially SR-522/68th; ideas – electric buses – less pollution. Understated – moving people – pedestrians. How to get people north to south – 522-61st, 68th. Parking for citizens visiting Downtown. Civic Center/City Hall – combined Mixed Use. More emphasis on greenspace. 	<ul style="list-style-type: none"> Visual Appearance – Greenery. “Village” Concept – Identity. Retail underestimated. Need more encouragement. Storm water – where does it go? Want to see a plan. Planning Commission – get involved with LakePointe – facilitate. Missing – bicycle path. Missing Alternative – Do nothing. Not enough acreage in NW Quadrant for housing. Not well addressed in guidelines (Housing). Park-&-Ride needs different and better approach – more user friendly. Educational requirements – should be addressing student needs. Sound barriers – SR-522. 	<ul style="list-style-type: none"> Visual Appearance – Greenery. “Village” Concept – Identity. We don’t shop here because there is nowhere to shop. Activities for kids – a safe place. Civic Center. Circulation Appearance Coordination public/private (LakePointe). Higher density/ Commercial – raise height limit. Pedestrian access over 522. Community Center. Related to transportation. Indoor/outdoor public open spaces.

Source: Bucher, Willis and Ratliff Corporation, December 6, 2001

Based on the public input and in concert with the Comprehensive Plan direction, Guiding Principles were added, strengthened, and fine-tuned as follows:

- Appearance/Identity. The Guiding Principles should address appearance/identity as a priority for Downtown as a whole as well as SR-522, and identify the character of the quadrants. Identity may not mean a “theme” but rather a sense of place and quality of development.
- Green Space. The Downtown Circulation Concept (see Figure 3 of this report), which shows “greenery” along streets and interconnected trails, waterfront access, and open spaces, should be reflected in the Guiding Principles.
- Mixed Uses. The intent is to have mixed uses as indicated in the Comprehensive Plan Vision Statement and Downtown Element, but the preliminary Guiding Principles had understated this.
- Retail/Economic Development. The intent has been to have Retail/Business uses as a component of the mixed uses Downtown in accordance with the Comprehensive Plan Vision Statement and Downtown Element, and this should be emphasized.
- Transportation Improvements. Along with a multi-modal station, the Downtown Element provides for a loop road as the major transportation improvement in Downtown, and the loop road should be mentioned.
- Activities for a Range of Ages. The intent is to have activities and services addressing a diverse population and this should be stated more specifically.

The above changes are reflected in the Recommended Guiding Principles as finally drafted by the Planning Commission in January 2002.

The Guiding Principles were revisited upon review of public comment in Summer 2002. Public comments at the July and August 2002 public open house and hearing, respectively, include concerns regarding Civic Center locations and impact to businesses, potential road improvements and impacts to businesses, convenient parking, public improvement costs, and others (please see Section I-3 for additional discussion).

Further recognizing community comments, additional updates to key Guiding Principles were made as follows:

- Identifying that the Northwest Quadrant may be a priority location, but that the City should consider unique opportunities to site the Civic Center at alternative locations;
- Recognizing that the location selection should give priority consideration to sites on the market, or identified as suitable for redevelopment by the property owners; and
- Offering a range of City investment options, such as the City may be an owner, a long-term leaseholder, or anchor tenant in a public/private development.

Public Open Houses: Alternative Concepts

Open House: March 14, 2002

The Public Open House held 7 - 9 p.m. on March 14, 2002 attracted a good number participants. For this meeting, an overview of the alternatives was presented followed by small group discussions of the following questions:

- What do you like, dislike, or find missing from each Alternative?
- Where should the Civic Center be located and why?
- Which Alternative best meets the Guiding Principles and why?

While there were many opinions about the Alternatives - likes/dislikes and Civic Center location in particular - some themes emerged:

- The Civic Center should be located on NE 181st Street or further back rather than fronting on SR-522.
- Alternatives with interesting circulation patterns were attractive - e.g. Alternatives B and D.
- Participants liked having retail in Northwest Quadrant, although housing was important. Housing quality was a concern.
- There was focus in the pedestrian layout and relationship to automobile circulation.

The March 2002 meeting input, as well as additional public input via review of the July 2002 Draft Plan, was considered in the preparation of a following drafts of the Plan, and the Final Plan.

Open House: July 25, 2002

On July 25, 2002, two public open houses were held, one between 5 and 7 p.m. geared to local business and property owners and one geared toward the general public at 7 to 9 p.m. The meetings were very well attended, and good discussion occurred. At the meetings the Draft Downtown Plan was presented including alternative concepts for the Northwest Quadrant, a Zoning Proposal Summary, and a Design Guidelines Summary.

General questions were solicited at the business/property owner meeting in a full group. At the later public open house after presentations, the participants divided into four small groups for more detailed discussions, with a report back by each small group to the full group at the conclusion. The questions posed to small groups included:

- Topic 1 – Northwest Quadrant Alternatives

What circulation system do you prefer?

Where should the Civic Center be located?

Which Alternative best meets the Guiding Principles and why?

- Topic 2 – Design Standards

What should be priorities for the design of new buildings Downtown?

The small groups tended to focus upon the Northwest Quadrant Alternatives.

Below are highlighted themes from the July Open Houses:

- **Civic Center Location – Park and Ride Lot.** Several commented that the Civic Center should be located at the existing Park and Ride lot in the Northwest Quadrant.
- **Civic Center Location – 73rd Avenue NE Vicinity.** Some commented on potential Civic Center locations around the 73rd Avenue NE and NE 181st Street intersection.
- **Allowed Uses in the Downtown.** There were some concerns about whether the Downtown Plan accommodates the current uses in Downtown and how that would impact businesses.
- **Amount of Retail – Impact on Existing Businesses.** Some expressed concerns about the emphasis of some of the Northwest Quadrant alternatives on residential development, with the idea that prime commercial property would be lost. Also, with the illustrated building concepts, there would be an emphasis on structured parking and buildings located near the street, which is different than the configuration found today.
- **On-Street Parking.** Some participants had questions about whether the street system would include on-street parking to help accommodate quick customer visits, particularly if structured parking becomes more common.
- **Structured Parking.** Some concerns were raised about two issues: a) the amount of structured parking versus surface parking illustrated in the different Northwest Quadrant Alternatives and how that would affect ease of customer visits; b) the size and height of the Park-and-Ride structure.
- **Maximum Building Height.** In describing the maximum height allowances of the zones at the public open houses (3 to 6 stories maximum in the Downtown Commercial Zone, and 9 stories in the Downtown Master Plan zone), there was concern, even when considering topographic differences – is this the character of a larger city such as Bellevue or Seattle or of an “urban village” such as we hope to achieve in Downtown Kenmore?

In response to public comments, a fifth Northwest Quadrant alternative was prepared, reviewing the option of a Civic Center on the Park & Ride lot. Also Alternatives A to D were presented in a conceptual fashion to indicate that many possible development options were possible, and that

the Zoning Code would provide direction and a range of possible land uses. Additional Plan amendments were proposed as well as noted in the Responses to Comments in this Appendix G.

PUBLIC HEARING

A public hearing was held on August 22, 2002 before the Planning Commission to solicit comments on the July 2002 Draft Kenmore Downtown Plan. Each speaker was allowed to present oral testimony for approximately 3 minutes each. Written comments were accepted prior to or at the meeting as well.

Concerns at the public hearing seemed to fall in categories shown below:

- **Foundation of Planning Efforts.** Need and basis for Downtown Plan and Comprehensive Plan, e.g. Comprehensive Plan Survey, Plans for Traffic Management, Selection of Northwest Quadrant versus other Quadrants of Downtown for civic investment.
- **Plan Implementation.** Impact that Plan implementation may have, e.g. impact on existing businesses.
- **Requests for Amendments or Changes.** Requests or concerns about some Plan aspects, e.g. zoning, nonconforming uses.
- **Cost of Improvements.** Potential amount/cost of improvements or facilities, e.g. civic center, roads, and what does that mean for taxes?
- **Process for Plan.** Process for making recommendation, citizen involvement, and notification efforts.

In response to public comments, a fifth Northwest Quadrant alternative was prepared, reviewing the option of a Civic Center on the Park & Ride lot as described above, along with reviewing alternative locations outside the Northwest Quadrant, adjustments were made in proposed regulations to better accommodate uses, and the Commission review process was lengthened. Additional amendments were proposed as well as noted in the Responses to Comments in this **Appendix G**.

Planning Commission Public Hearing Minutes, August 22, 2002

Planning Commission Chairperson DePape opened the public hearing to public comment:

Dennis Kroeger of 7339 NE 175th

Mr. Kroeger noted that his property is currently zoned Office with a p-suffix condition limiting density to R24. Mr. Kroeger requested that his property be zoned to Downtown Commercial or remain Office rather than proposed R24 as he considered R24 a taking of his property because the proposed zoning would make the office use on his property legal nonconforming.

Ruth Strok of 18816 66th Ave NE

Ms. Strok noted she represented the Kenmore Jewel Box of 6524 NE 181st. Ms. Strok stated that young business owners of small businesses want to stay in business in Kenmore and she was concerned that they

would not be able to afford to stay or move. Ms. Strok commented that she wants Kenmore to look attractive but change is not needed as small businesses cannot afford it.

Dave Falkenberg of 6722 NE Bothell Way

Mr. Falkenberg noted he represented Carriage Case business. Mr. Falkenberg stated that the City needs to work with businesses and the community to make improvements as change will occur. Mr. Falkenberg commented that LakePointe was opposed but was still approved and so how is zoning stopped.

Dave Crawford of 7534 NE 175th

Mr. Crawford stated concerns about the budget and cost of the proposed city hall. He also expressed concerns about the cost of inspection fees, removal of A-frame signs, and not taking park-and-ride opportunities. Mr. Crawford asked about the status of LakePointe.

Bob Fogerty of 19322 Kenlake Place NE

Mr. Fogerty stated the City should be honest that the meeting is about the location of City Hall and not the downtown plan. Mr. Fogerty further stated that the citizens do not give priority to a City Hall, noted that incorporation was not a public vote and concerned about funding.

Bob Hensel of 19301 65th Place NE

Mr. Hensel noted he represented Murphy's auction business on 68th Ave NE. Mr. Hensel stated that there had not been a public process as Murphy's has been in business for 25 years and no-one had personally called or stopped by to discuss zoning changes. Mr. Hensel stated he opposed the proposed zoning change as Murphy's could not expand and zoning condemns business owners. Mr. Hensel commented that his neighbors were not aware of the plan and he opposed any tax increase.

David Mason of 20305 60th Ave NE

Mr. Mason noted he was a 27 year Kenmore resident and that a full time library or places for culture or parks were not needed as a 5% response to a survey in favor was not a majority. Mr. Mason stated an objection to a comment about the need for desirable business owners.

David Guinn 20415 73rd Ct NE

Mr. Guinn asked why the City is not taking over LakePointe. Mr. Guin also commented that more people would mean the need for more schools as the schools are at capacity.

James Ozanich of 19401 66th Place NE

Mr. Ozanich commented that there was no plan for raising the 16 million and what about tax free municipal bonds.

Arty Stanfel of 6506 NE 191st Street

Mr. Stanfeld commented he was a 27 year Kenmore resident and was concerned about higher taxes for senior citizens.

Dick Ramsey of 6744 NE 181st Street

Mr. Ramsey noted he represented Ostrom Drugs of Kenmore Village and he would address council members present not the commission. Mr. Ramsey stated that the 1999 survey results showed that 47% of people were concerned with traffic, 35% with a central downtown and 73% were concerned about St. Edwards and the Burke Gilman trail. Mr. Ramsey stated concerns about existing and increased traffic flows and that money should be used for roads not the plan. Mr. Ramsey commented that Alternative "E" has a 20% grade change and that the community center should be located at 73rd and 181st and also be less expensive.

Gladys Stanfel of 6506 NE 191st Street

Mrs. Stanfel noted that the new plans looked like Redmond with higher end retail which local residents cannot afford and which forces out local businesses. Mrs. Stanfel noted that the survey was written to be skewed and she was concerned about higher taxes.

Eldon Rice of 6427 NE 154th

Mr. Rice commented that the first time he heard about the plan was in a Seattle Time article. Mr. Rice commented that traffic was a concern and that people would shop elsewhere not Kenmore.

Marlene Rice of 6427 NE 154th

Mrs. Rice stated she had sent a letter to the City with six signatures of people not supporting the plan. Mrs. Rice was concerned about traffic and traffic congestion and that more people meant more traffic.

John Lowe of 6700 NE 182nd Street

Mr. Lowe asked what about the incentives for bringing in development. Mr. Lowe stated that he did not want taxes from current property owners to provide a subsidy for development. Mr. Lowe commented a plan is needed that attracts people to spend dollars in Kenmore and that housing does not attract people to spend dollars.

Bert Hubka of 16911 75th Ave NE

Mrs. Hubka stated she would have filled out a survey but did not receive one. Mrs. Hubka commented that incorporation meant local control and no-one is in favor of a downtown plan. Mrs. Hubka was concerned about traffic congestion and wanted improvements to allow through traffic in Kenmore. Mrs. Hubka stated a new library was not needed and that an addition should be made to the existing City Hall.

Mike Bellinghausen of 6630 NE 181st Street

Mr. Bellinghausen represented Kenmore Veterinary Hospital. Mr. Bellinghausen commented that the existing businesses were not integrated into the plan as some including his own had done major renovations. Mr. Bellinghausen commented that his clients do not support the plan and they like the existing businesses with revitalization. Mr. Bellinghausen further commented that a parking garage is not practical for shoppers or his clients and City Hall should remain on the existing property.

Marjorie Davis of 6320 NE 187th Street

Mrs. Davis stated that a place for parking is needed and was concerned about the cost to seniors and suggested a smaller scale plan.

Terry Johnson of 7506 Simonds Road

Mr. Johnson commented that local business had not been addressed and if the City does not know how to pay for the plan then it should not pay to plan for it. Mr. Johnson stated there was no strong support for the plan or the 16 million dollars. Mr. Johnson noted that nonconforming status would be lost after a year. Mr. Johnson questioned the integrity of City staff and noted he currently was in litigation and that people need information from the City in writing and also need a good lawyer. Mr. Johnson stated that there was no local control and that other than increased taxes it was no different to King County. Mr. Johnson stated an alternative is needed for no action or an alternative for dis-incorporation and asked people to e-mail him if they supported dis-incorporation.

Laurie Wilson of 7506 Simonds Road

Ms. Wilson stated a concern that the industrial zoning was going away and that existing independent businesses would be priced out and forced out. Ms. Wilson commented she preferred independent businesses to chain type retail. Ms. Wilson stated a concern about more people causing increased traffic

and increased taxes to provide for more schools. Ms. Wilson commented that the plan was grandiose and should revitalize existing business and keep as a small town.

Storm Stevenson of 6709 NE 195th Street

Mr. Stevenson stated that the proposed zoning would wipe out churches and single family residential uses while increasing multi-family residential which does not follow the stated goal of preserving single-family residential. Mr. Stevenson commented that only 31/2% of the survey wanted a bigger downtown. Mr. Stevenson noted that in order to rebuild a nonconforming use a letter is needed from the City and the City should provide a written guarantee that this letter will be provided to guarantee that nonconforming uses are allowed to build for 50 years. Mr. Stevenson objected to the comment about better grade businesses and better grade citizens.

John Hendrickson of 5919 202nd Lane

Mr. Hendrickson commented that a better community vision was needed and there should not be a rush to plan. Mr. Hendrickson stated he would establish a community web site. Mr. Hendrickson said that rail should be included in the plan and that the City should provide a yearly account of debt. Mr. Hendrickson noted that the City currently has a profit and money for projects but where will revenue come from.

Joan Woodard of 24216 13th Place

Ms. Woodard stated a concern about traffic congestion on Juanita Drive and noted that expansion would increase traffic problems. Ms. Woodard commented that the Brightwater sewer project would impact Kenmore and add to problems as well as a toll bridge on 522.

James Melvin of 18022 60th Ave NE

Mr. Melvin commented that Kenmore needs change. Mr. Melvin stated that a higher tax base from high rise multi-family and a 16 million city hall does not embrace the community character feel and that existing businesses should be the priority as the plan will force business out. Mr. Melvin suggested that City Hall should be located on the park and ride lot and that 16 million dollars is too high. Mr. Melvin commented that traffic should be the first priority.

Ken Parsons of 19007 80th Ave NE

Mr. Parsons stated he believed that LakePointe would pay for all the proposed improvements and that now the residents will have to pay and was concerned about cost. Mr. Parsons stated that there is a need to solve traffic problems not provide a 16 million dollar city hall.

Joan French of 6414 NE 150th Street

Ms. French noted that an 8/15 article in the Bothell reporter stated that 16 million dollars for city hall would mean \$2300 for each household and that residents are not in favor of this and cannot afford to pay high taxes.

Karen Olson of 18523 64th Ave

Ms. Olson stated that the City can borrow 25 million in bonds without a vote and that no vote bonds should be opposed.

The following written comments were received and are part of the record for the Public Hearing. Written comments will be accepted through the end of August:

1. Letter to the City from Dennis Kroeger submitted at the 8/22/02 Hearing.
2. Letter to City Council from Eldon and Marlene Rice, John and Joan French, Beverly Peterson and David Novak dated received 8/22/02.
3. Letter to Bob Sokol from Ruth Strok dated received 8/21/02.
4. Letter to City from Masso Salmassi dated 8/20/02.

5. Letter to City Council from Ruth and Walter Bagnall dated received 8/19/02.
6. Letter to City Council from Dorothy Schmidt dated received 8/19/02.
7. E-mail from Patrick and Dorothy Rooney to Planning Commission dated 8/17/02.
8. E-mail from Vilem Sokol to Mayor Chase dated 8/16/02.
9. E-mail from Jennifer Sokol to Councilmember Schwendiman dated 8/16/02.

Chairperson DePape closed the public hearing and thanked everyone for their participation and comments.

As noted above, the Downtown Plan incorporates many changes in response to public comments, further highlighted in this Appendix G.

City Council Public Hearing Summary: March 10, 2003

At the time of this writing formal minutes were not available. However, the following summary is provided:

George Maser

- Businesses need help with SR-522 project.
- Council should dissect Downtown Plan thoroughly.

Dave Crawford

- SR-522 too much property acquisition on north side. Other cities not forced to have landscaped medians.
- In favor of ending moratorium. Don't drag it out. Find a spot for civic center. Park and Ride site is a good site.
- Use less consultant money for planning and rely on Planning Commission or staff like Lake Forest Park.
- Burke-Gilman Trail makes Kenmore Pedestrian Oriented.
- Senior Citizens need drive-through's.
- City staff has too much authority.
- Union 76 closed – if vacant for 12 months then they need to close and can't re-establish.
- Why limit vinyl siding in the Design Guidelines?
- Downtown Plan needs density to make it work.

Dave Faulkenberg

- SR-522 and Downtown will drastically impact businesses. Radical departure needs a public vote.

Dick Ramsey

- Public notice, do more than a legal notice in the newspaper. Make personal visits to businesses.

- Other establishments want to go into the Food Giant, but are limited by the moratorium's 10% cap. Want to expand entire facility and delivery area. Designated as a retail area, not a civic center in prior plans.

Dennis Kroeger

- Remove moratorium and let businesses do what they want. Completion of the Downtown Plan is a long way off if it's studied well.
- Rezoned property owners will lose value. City Council should study. Some good ideas in the Plan can happen without rezoning. The Kroeger property is the only property outside of the Downtown core that is proposed for a rezone.
- Not all development is financially feasible per the Downtown Plan.

Laurie Wilson

- Remove moratorium and let businesses do what they want. Completion of the Downtown Plan is a long way off if it's studied well.

Terry Johnson

- Remove moratorium. It's directly or indirectly limiting business proposals.
- There is an issue of increasing business rents like in Redmond.
- There are no WSDOT requirements for medians.
- Existing legal and nonconforming uses, the language on pp. II-52 and II-53 says what the City may do not what the City must do.
- The proposed zoning is diametrically different than what is currently in place. Will lead to different residents and therefore different businesses.

Todd Ramsey

- Object to Downtown Plan and contents. There are parking maximums by virtue of requiring structured parking whenever parking minimums are exceeded. Structured parking will limit and discourage development (example of King County rules since 1990 and lack of development in Northwest Quadrant versus Northeast Quadrant and Rite Aid and Safeway development).
- Prepared to show that survey only shows limited downtown planning support.

Chip Davidson

- Disappointment that Downtown Plan and other plans has been allowed to divide community.
- Redmond and Bellevue have mixed use developments but the commercial space is vacant.
- How can businesses stay in business with higher rents?
- Do the demographics support Downtown?
- SR-522 medians were put in once and then taken out. Issue almost led to incorporation earlier.

Gerald Huck

- Put the Civic Center on the old Northshore Utility District site.
- Kenmore Village wants to revamp itself, don't tie hands.
- Don't take rights away from businesses. If a use is considered existing legal and the business is sold, there could be a loss of value if changing the use.

Wanda Walldrop

- Plan is large and overwhelming.
- Agree that City would benefit from improvement but not overhaul.
- Pedestrian orientation – improve safety, but people want to park up-front. People will shop elsewhere.

Storm Stevenson

- A lot of areas are vague in the Plan. Allows for whim of interpretation. Business owners do not like unstable environment.
- Strategic Civic investment map (Figure 2 of Draft Subarea Plan based on Downtown Element Map in adopted Comprehensive Plan) identifies 2 parcels for public acquisition; Kenmore Camera may not expand because of public acquisition.
- Why does the City hate gas stations? Then no gas stations in Kenmore?

John Hendrickson

- Only one hearing is planned, minimal legal notice in Kenmore Reporter.
- People made to feel bad about how Downtown looks; “tacky”.

Bob Hensel

- There are numerous pages on zoning and design standards but only 3 pages on existing business support.
- Use incentives rather than requirements for existing businesses, including for relocating businesses.
- Need more discussions. Don't just say “build it and they will come.” Need to stimulate economic development. Let's work together.

Lynn Cantrall

- Which businesses were consulted when starting the Plan?
- Don't want to put local businesses out of business. Talk with successful businesses. Want improvements Downtown, but don't push out small businesses.

Clyde Merriwether

- The Draft Preferred Plan is a framework, not cast in stone yet. Let's all work together.

Jim Washington

- Concern about whether there were some business owners on the Planning Commission.
- The grocery stores in the Kenmore Village failed because the size of the building is too small. Not large enough to survive.
- Look at all avenues to expand current businesses. Let them compete. To improve Downtown need money, and can generate money by supporting existing businesses. Consult current businesses.

Teresa Dodd

- Concerned that City Council listen, and address lack of communication. Concerned with process.
- Support local businesses. Businesses have made Kenmore what it is. Don't want Kirkland people coming in. Need a caring community.
- Have to purchase plan?

Mike Bellinghausen

- Concerns about businesses and turnover since 1990, not all due to planning. Kenmore Village is a ghost town for multiple reasons.
- Plan misses the mark. New mixed-use development in Lake City and Juanita means Starbucks, not small businesses.
- Pedestrian Orientation will not work.

Alan Van Ness

- Planning Commission made a recommendation for adoption. Plan needs more discussion.
- Civic center does not need to be an anchor of development. There are 3 or 4 options outside of the core retail in the Northwest Quadrant. Then let the rest of Downtown develop. Limit impact to existing businesses.

Dave Maehren

- More Civic Center option sites were added to give flexibility to the Council.
- The Draft Plan has flexibility to allow for good ideas.
- No current businesses are targeted to be bought – an older idea.
- Plan is a 20-year plan. Some economic conditions are not present today. Need to bring people in to support existing businesses and add new businesses.

DEVELOPERS' FORUM

Forum: March 14, 2002.

A Developers' Forum was held from 2:30 to 4 p.m. on March 14, 2002 with about 11 + participants including subsidized and market rate residential developers, commercial developers, lending institutions, a land use attorney, a couple of Downtown property owners, and a Downtown business owner. Questions for the Developers' Forum included:

- Are the proposed mixed-use and higher density residential developments feasible and financable?
- Which of the Master Plan concepts, or revisions to them, would encourage you to develop in Kenmore?
- What types of development regulations or other public actions would encourage you to develop in Kenmore?

Important issues raised at the Developers' Forum included:

- **Risk:** Developers are risk adverse generally. Development is about managing risk. Incentives will be needed to entice a developer to "go first," including actions like the City making projects attractive financially, or implementation of a series of projects that demonstrate there is not a risky climate.
- **Roads:** There is a reversal in trends - roads are desirable, and roads and access opportunities are needed. There is a concern about "big blocks."
- **Parking:** On street parking is important for pedestrian sense of safety and development character. There were some concerns about the number of stalls planned (too few?) and the cost of structured parking, along with ideas about the compatibility of shared parking.
- **Land Assemblage:** Land assemblage is perhaps the key action that the City needs to take - this is more important than Parking. Development with acquisition of existing businesses seldom pencils out.
- **Amount of Housing and Retail:** The amount of housing and retail among the Alternatives appears about right, except that there is too much retail in Alternative C based on the market.
- **Construction and Rent:** Construction and rental costs are low.
- **Design Standards:** Terms like "pedestrian friendly" are hard to interpret, and introduce uncertainty.

Bob Sokol, Community Development Director, conducted follow-up "thank-you" calls with the Developers' Forum participants after March 14, 2002. Participants found the meeting

informative, and almost all commented on the valuable insights provided by long-term property and business owners in the area. Participants also expressed an interest in staying involved and were willing to review drafts of zoning and design guidelines.

Two key comments in the follow-up calls that reinforce the comments above are:

1. Land acquisition is key. If the City really wants to play a significant role in how this area will develop, the City should start acquiring the property.
2. Beware of “super blocks.” A small street grid is essential to create the environment desired.

Comments have been considered, such as in Implementation Strategies for the Downtown Plan.

Forum: August 8, 2002

On August 8, 2002, a second developer’s forum was held to review design standards and new Northwest Quadrant Option E, civic uses on the Park & Ride Lot. In summary, key comments included:

1. Flat roofs are OK with 4-5 stories, but not with two-floor building (examples – Capitol Hill BMW).
2. On street parking is important.
3. Recognize buildings fronting SR-522 as OK for auto oriented uses and visible parking (not a strip mall, but not Belltown)
 - a. Back one block require parking in rear.
4. Nine floors would be too high. Stick with 5-6 stories.
5. Be cognizant of relationship of entryway to parking.
6. By and large, the design guidelines are good.
 - a. Need additional pictures.
 - b. Check requirement of entryway at 116 s.f.
7. Note: If City Hall and Housing are combined as may happen with Option E,
 - a. May not be able to have police function.
 - b. May have limited expansion ability (comm. could be reclaimed for City Hall but not housing).
8. The first project will set the design standard.

9. Promote an optimal mix of affordable/market housing. Don't make affordable housing requirements too strong. There are different affordable housing tools and techniques.
10. Address crime prevention in design guidelines.
11. Merit was found with all possible Civic Center locations (don't put buildings on SR-522).
How plazas will feel depends on how far from SR-522 one is. Put plaza on back of NE 181st Street.
12. Park & Ride is "ready to go". Potential higher density housing could occur there.

Comments have been considered along with public input in amendments incorporated into the Downtown Plan, such as a Photo Appendix in the Design Guidelines, recognizing the varying characters of streets between SR-522 and NE 181st, and retaining a density bonus approach for most parts of Downtown rather than mandatory inclusionary affordable housing programs, although some level of affordability would be required for the Park & Ride lot or other similar large parcels west of 68th Avenue NE.

Section IV

Summary Results of the 1999 Kenmore Community Survey: Relevant to Downtown Planning

- ✓ Survey sent to each address in the City, Fall 1999
- ✓ 862 Respondents out of 6,767 1999 City Households – 13%
- ✓ Generally similar in demographics as the 1990 Kenmore Census Defined Place

RELEVANT QUESTIONS FOR DOWNTOWN

1. **In terms of quality of life, how do you rate Kenmore: (scale of 1 to 5 with 1 being excellent, 2 being good, 3 being average, 4 being below average, and 5 being poor)**

Respondents could rate the quality of life in five areas: as a place to live, raise children, shop, work, or socialize and recreate. Results showed satisfaction with Kenmore as a place to live (rated good generally) or raise children (rated good generally), but less satisfaction with Kenmore as a place to shop or work (shopping rated below average generally; work rated as average to below average or “don’t know”). Average to below average ratings were received for Kenmore as a place to socialize or recreate.

2. **What are three things or places you hope never change in Kenmore?**

For this open-ended, fill-in question, the top answers were categorized as:

- Community Character and Feel (14%)
- Other (12%)
- Burke-Gilman Trail (12%)
- Natural Environment, Open Space, Trees (11%)
- Established Businesses (9%)⁶
- Parks, Trails, Recreation – General (8%)
- St. Edwards Park (7%)
- Lake Washington/Waterfront Access and Connection (7%)
- Kenmore Air Harbor (6%)
- Lower Density Residential Neighborhood Character (4%)
- Schools/Education System (4%)
- Logboom Park (3%)
- Kenmore Park (3%)

⁶ The Survey Coding Manual described the Established Businesses category as follows: “e.g. Ostrom’s, Knoll’s Lumber, Jewel Box, Tully’s Coffee, Grillhouse and Taproom, small private businesses with great customer service, etc.”

- Safety (2%)

3. If you could change three things about Kenmore, what would they be?

Answers included Traffic as #1, and a miscellaneous category as #2. Other answers varied. When looking at the multiple issues that respondents related to economic and design/appearance issues, the percent is high in total.

- Traffic/Traffic Management/Mobility (32%)
- Other (15%)
- Revitalize/Enhance Retail Opportunities (12%)
- Increase Connections – Roads, Bridges, Bike/Pedestrian Trails, Sidewalks, Transit (9%)
- Beautify Kenmore, Provide Design/Sign Controls (7%)
- Acquire/Protect Natural Environment and Acquire/Improve Parks and Open Space (7%)
- Beautify/Enhance Bothell Way (5%)
- Provide a Center/Focal Point/Downtown (4%)
- Control Location/Amount of High Density Development (3%)
- Provide Civic/Human Services (2%)
- Gaming/Adult Entertainment (2%)
- Create/Find Kenmore’s Image Identity (1%)
- Provide Arts/Cultural Opportunities (1%)

4. Are there features or things that you think are “missing” from Kenmore?

Answers related very much to economic revitalization and Downtown.

- Revitalize/Enhance Retail Opportunities (20%)
- Provide a Center/Focal Point/Downtown (15%)
- Other (10%)
- Acquire/Protect Natural Environment, and Acquire/Improve Parks and Open Space (9%)
- Restaurants (8%)
- Provide Civic and Human Services (8%)
- Increase Connections – Roads, Bridges, Bike and Pedestrian Trails, Sidewalks, Transit (7%)
- Movie Theaters, Cinemas, Theaters (7%)
- Create/Find Kenmore’s Image/Identity (6%)
- Beautify Kenmore, Provide Design and Sign Controls (5%)
- Traffic/Traffic Management/Mobility (3%)
- Provide Arts/Cultural Opportunities (2%)
- Beautify/Enhance Bothell Way (1%)

5. What kinds of uses or activities would you like to see in “downtown” Kenmore (e.g. civic, park, retail, mixed commercial and residential, etc.)?

- | | |
|----------------|---------------|
| • Retail (24%) | • Civic (12%) |
| • Park (20%) | • Other (9%) |

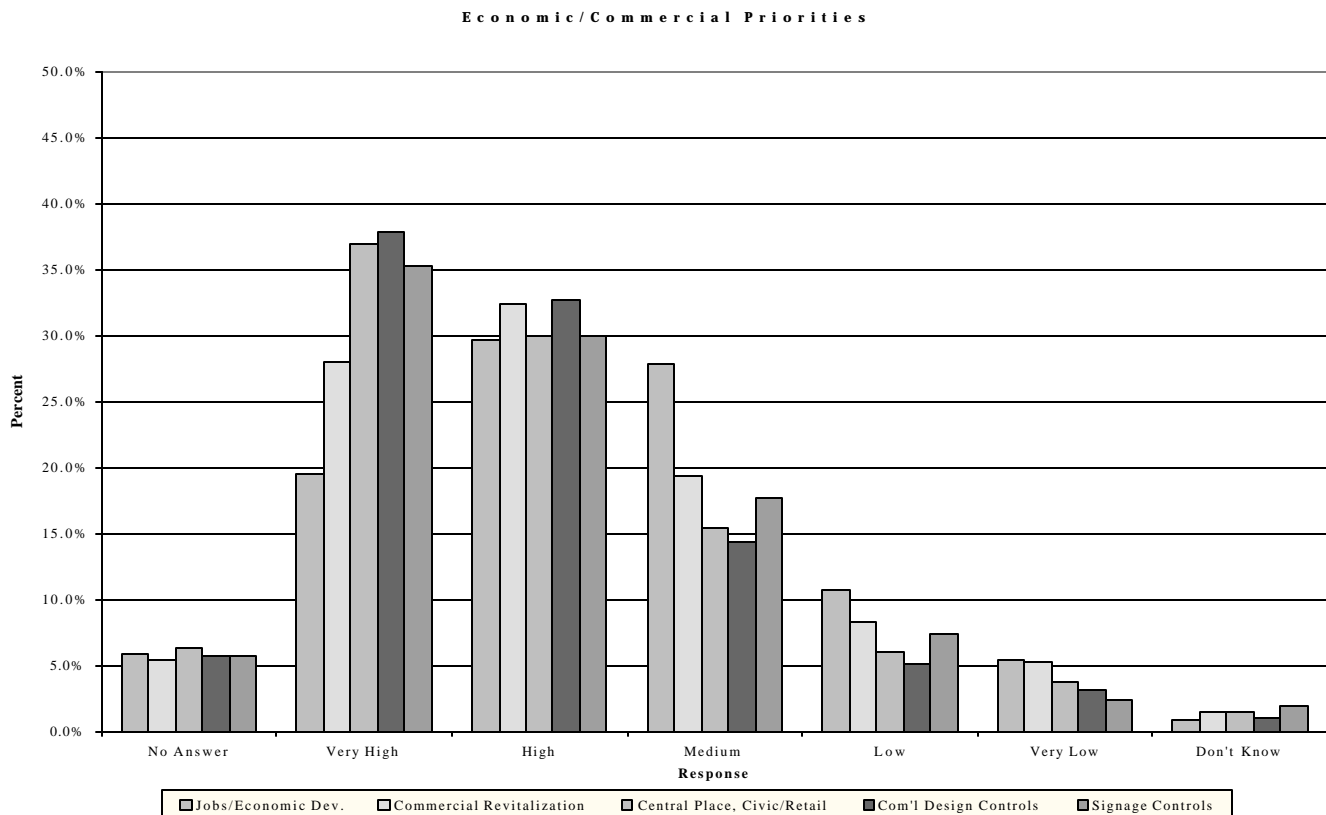
- Mixed Commercial/Residential (6%)

9. The following list outlines a number of possible land use planning priorities for Kenmore. Please indicate the level of importance you believe should be attached to each.

A series of multiple choice questions asked survey participants about 28 various possible planning priorities in the areas of housing, economic development, parks and open space, environmental protection, streets and sidewalks, and beautification. The five most highly rated priorities were:

- Improve streets and intersections (Very High 46.8%)
- Ensure existing parks are well maintained (Very High 46.8%)
- Maintain and enhance residential neighborhoods (Very High 46.6%)
- Design controls for appearance of commercial development (Very High 37.9%)
- Create a central place for civic and/or retail uses (Very High 37.0%)

Among the Economic Development planning priorities, the following bar graph shows the relative results:



12. As Kenmore grows, how should additional housing be provided?

Possible answers included:

Locate attached housing (e.g. townhouses, apartments, condominiums) in “central” Kenmore
 Allow small-scale attached housing (e.g. duplex, triplex, or four-plex) on vacant lots in residential neighborhoods

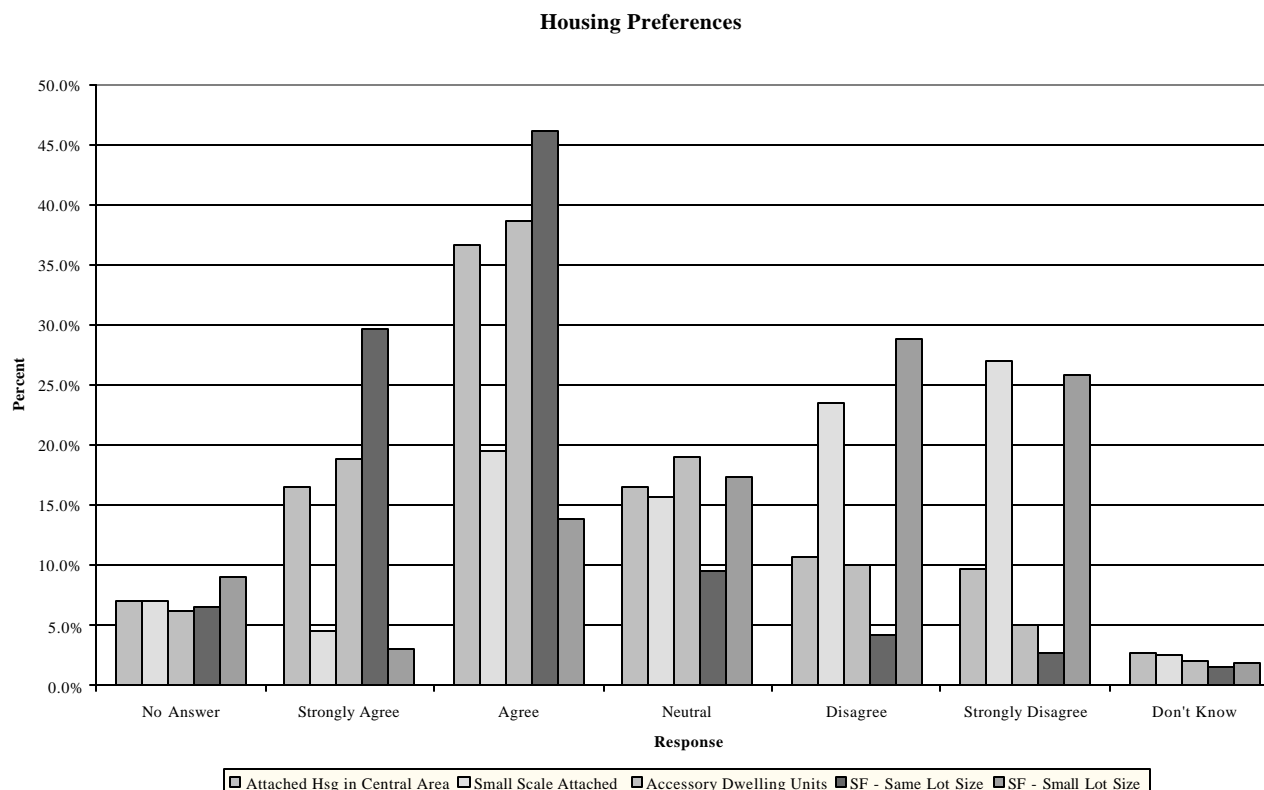
Continue to allow accessory dwelling units (“mother-in-law units”) in residential neighborhoods

Add single-family dwellings to existing neighborhoods on lots the same size as surrounding lots

Add single-family dwellings to existing neighborhoods on lots which are smaller than surrounding lots

Other _____

Results showed that there is a strong preference for adding single family dwellings at about the same lot size as surrounding lots, and there is acceptance of accessory dwelling units. There is a desire to control the location of attached housing by placing it in Central Kenmore, and not dispersing small scale attached dwellings in neighborhoods. Finally, consistent with the desire to protect existing neighborhoods, there is disagreement about adding dwellings on lots smaller than surrounding lots.



DC ZONE PROPERTIES

Currently Permitted & Apr. 2003 Plan Permitted Businesses	Currently Permitted - Apr. 2003 Plan Conditional Use Permit (CUP)	Currently Permitted - Apr. 2003 Plan Existing Legal Businesses	Currently Nonconforming (NC) Businesses - Remains NC Apr. 2003 Plan	Currently Permitted - Proposed Nonconforming Apr. 2003 Plan	Other
Architectural Surfaces NW Inc.	US Post Office	76 Station	Espresso Works [Note 1]	Cole Carpeting Specialist	Murphy's Auto Auction - Under Review
Atlantis Restoration		Carriage Case	AutoMax Auto Repair	Rite Aid [Note 1]	
Bank of America		Jiffy Lube	Big Top Carwash	Uhaul	
Blockbuster		Quaker State	Full Maintenance Gardening		
Builder's Showroom		Safeway Gas	J & J Cable		
B-Z Day Housekeeping Inc.		Texaco	Kenmore Camera [Note 1]		
Central Trading Agency			Lake Terrace Court Mobile Home Pk		
Chalet Cadeau			MJ Ness Construction		
Christopher Kindem, DDS			Mobile Home Park		
City of Kenmore City Hall			NuMark Automotive		
Constantine Builders Inc			People's Storage		
Corner Books			Prime Pacific Bank [Note 1]		
			Single Family Residential (10 addresses)		
Corner Comics			Taco Time [Note 1]		
Corporate Liquidators			Uncle Curley's [Note 1]		
Dajisoft			Washington Mutual [Note 1]		
David Minahan, DDS			Washington Mutual [Note 1]		
Davis Optical					
East Point Group					
Edward Jones					
Edward McDade (Office)					
Elective Services Inc.					
Epicenter Press Inc					
Fran's Fashions					
Fullmer Brothers Inc.					
Hair Salon					
Hair Salon & Nails					
Heron's Run					
Hopscotch Candle Outlet					
Ichiban Teriyaki					
Java, espresso stand					
Jeffries Upholstery					
Jet City Pizza					
Jorgensen Office Solutions					
JR's Pub					
Kenmore Barber Shop					
Kenmore Cleaners					
Kenmore Jewelbox					
Kenmore Locksmith					
Kenmore Veterinary Clinic					
King County Park N Ride - SR-522					
L & M Flooring					
Lease Process					
Life Choices Pregnancy Clinic					
Lovely Nails					
Mailboxes Etc.					
Maser's Pet Shop					
McDonalds					
Morgan's Plumbing & Electrical					
Nina's Flower Garden					
Northshore Chamber of Commerce					
Northshore Family Practice					
Northshore Pub					
Nu-Lite Restaurant					
NW Auto & Truck Appraisers					
NWA Inc.					
Ostrom's					
Planned Parenthood					
Psychic Shop					
Radio Shack					
Robert Bendzak (Office)					
Rox Broler					
Safeway					
Schucks Auto Supply					
St Vincent De Paul					
State Farm					
Sweat Shoppe					
Tae Kwon Do					
The Little Gym					
Top Crown Cleaners					
Toshi's Teriyaki					
Tully's					
U.S.Land Development Associates					
US Bank					
Vacant (7 sites)					
WA State Liquor & Wine					
WEA - Cascade UniServe Council					

[Note 1] Accessory Drive Through Only would be nonconforming -- Primary use Permitted.

DR ZONE PROPERTIES

Currently Permitted & Apr. 2003 Plan Permitted Businesses	Currently Permitted - Apr. 2003 Plan Conditional Use Permit (CUP)	Currently Permitted - Apr. 2003 Plan Existing Legal Businesses	Currently Nonconforming (NC) Businesses - Remains NC Apr. 2003 Plan	Currently Permitted - Proposed Nonconforming Apr. 2003 Plan	Other
Multiple Family Dwelling (14 addresses)		Single Family (8 addresses)	Automotive Repair	King County Park N Ride - 68th	
Vacant			Warehousing (Junk Storage) (3 properties)	Mobile Home Park (2)	

R-24 ZONE PROPERTIES

Currently Permitted & Apr. 2003 Plan Permitted Businesses	Currently Permitted - Apr. 2003 Plan Conditional Use Permit (CUP)	Currently Permitted - Apr. 2003 Plan Existing Legal Businesses	Currently Nonconforming (NC) Businesses - Remains NC Apr. 2003 Plan	Currently Permitted - Proposed Nonconforming Apr. 2003 Plan	Other
Queen City Plumbing				Self Storage	

RB ZONE PROPERTIES

Currently Permitted & Apr. 2003 Plan Permitted Businesses	Currently Permitted - Apr. 2003 Plan Conditional Use Permit (CUP)	Currently Permitted - Apr. 2003 Plan Existing Legal Businesses	Currently Nonconforming (NC) Businesses - Remains NC Apr. 2003 Plan	Currently Permitted - Proposed Nonconforming Apr. 2003 Plan	Other
53 uses either permitted, or no change in status subject to P-Suffix or master plan conditions.	GB Systems Inc	Stonework's			Strathy Brothers Dairy - (Current NC - Jan 2003 Plan Existing Legal)
	Prolam Frameless Framing	Kenmore Concrete (still subject to P-Suffix or Master Plan conditions.)			King County Pump Station - Currently CUP, would be Special Use Permit (SUP).

General Note: The chart lists the use status for businesses and other uses in the Downtown planning area. The large majority of businesses would be permitted. The information is DRAFT and PRELIMINARY. More information about use operations would be needed in some cases to formally determine the appropriate use category. Additional conditions may apply to properties, such as P-Suffix or Overlay requirements. Interested parties are encouraged to contact City of Kenmore staff to discuss zoning requirements at (425) 398-8900 (Debbie Bent, Senior Planner or Bob Sokol, Community Development Director).